SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

113

TIME TABLE

FOR THE

PORTLAND DIVISION

To Take Effect Sunday, July 22, 1928, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only.

J. H. DYER,
General Manager.

F. L. BURCKHALTER,
First Assistant General Manager.

R. L. RUBY,
Superintendent of Transportation.

T. AHERN,
Assistant General Manager.

E. L. KING,
Superintendent.

EASTWARD

ASHLAND SUBDIVISION

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS			FIRST CLASS		Distance from San Francisco via Marysville			TIME TABLE No. 113 July 22, 1928	Distance from Roseburg	FIRST CLASS		SECOND CLASS		
	224 Manifest	282 Local Freight	286 Local Freight	14 Oregonian	12 Shasta						13 Oregonian	11 Shasta	285 Local Freight	223 Manifest	281 Local Freight
	Leave Daily	Leave Daily Ex. Sunday	Leave Mon., Wed. & Fri.	Leave Daily	Leave Daily				STATIONS		Arrive Daily	Arrive Daily	Arrive Sun., Tues.&Thurs.	Arrive Daily	Arrive Daily Ex. Saturday
Yard BKWFTP	9.30 AM	7.00 AM		6.05 PM	10.15 AM	429.1	TO-R		ASHLAND	143.5	s 11.30 AM	s 7.30 PM		5.00 AM	10.45 AM
70 P	9.45	7.15		f 6.14	**10.24**	434.6		Block Signals	5.5 TALENT	138.0	f 11.10	7.12		4.30	**10.24**
23	**9.50**	7.25		f 6.18	10.28	437.0			2.4 PHOENIX	135.6	f 11.00	7.06		4.20	**9.50**
3						438.4			1.4 GAS WORKS	134.2					
6						438.8			0.4 VOORHIES	133.8					
76	10.00	7.32		6.23	10.33	440.7			1.9 KANE	131.9	10.45	6.57		4.05	9.05
136 WP	10.10	8.00		s 6.35	s **10.37**	441.8	TO		1.1 MEDFORD	130.8	s **10.37**	s 6.55		4.00	9.00
70	**10.30**	**8.15**		s **6.46**	10.43	445.7	TO		3.9 CENTRAL POINT	126.9	f **10.30**	**6.46**		3.20	**8.15**
4						447.7			2.0 SEVEN OAKS (Spur)	124.9					
27 P	**10.50**	8.30		6.53	**10.50**	450.2			2.5 TOLO	122.4	10.22	6.39		3.05	7.45
						451.4			1.2 RAY GOLD (No Siding)	121.2					
46 WP	11.10	**10.10**		f 7.03	10.59	457.2	TO		5.8 GOLD HILL	115.4	f **10.10**	6.27		2.45	7.25
58 P	11.30 AM	10.30		f 7.19	11.09	464.9	TO		7.7 ROGUE RIVER	107.7	f 9.55	6.15		2.25	6.55
70 BKWTP	12.20 PM	11.00 AM	6.00 AM	s 7.40	s 11.25	473.9	TO-R	Block Signals	9.0 GRANTS PASS	98.7	s 9.40	s 6.00	2.00 PM	2.00	6.30 AM
17 P						475.9			2.0 GRANITE (Spur)	96.7					
75 P	12.35		6.25	7.52	11.35	478.2			2.3 DIMMICK	94.4	9.19	5.44	1.30	12.50	
40 P	**12.55**		6.40	f 8.02	11.45	482.5			4.3 MERLIN	90.1	f 9.08	5.34	**12.55** PM	12.35	
6						486.0			3.5 THREE PINES (Spur)	86.6					
90 P	1.10		6.55	f 8.23	**11.54** AM	487.4			1.4 HUGO	85.2	f 8.55	5.24	**11.54** AM	12.20 AM	
70 P	1.35		7.20	f 8.40	12.09 PM	494.1	TO		6.7 LELAND	78.5	f 8.37	5.08	11.15	11.55 PM	
67 WP	1.50		7.45	8.52	12.17	498.6			4.5 POLLARD	74.0	8.25	4.57	11.00	11.40	
92 P	2.00		**8.15**	f 9.02	12.24	502.0			3.4 WOLF CREEK	70.6	f **8.15**	4.50	10.50	11.30	
72 BKWFTP	2.45		9.35	s 9.20	s 12.45	507.9	TO-R		5.9 GLENDALE	64.7	s 8.01	s 4.37	10.30	11.00	
9						509.7			1.8 LYSTUL	62.9					
76 P	2.55		9.55	9.30	12.54	512.0			2.3 REUBEN	60.6	7.49	4.27	9.35	10.30	
63 P	3.15		10.25	9.41	1.05	516.5			4.5 BRANDT	56.1	7.38	4.16	9.15	10.15	
80 WTP	3.35		10.50	f **9.53**	1.18	521.7	TO		5.2 WEST FORK	50.9	f 7.25	4.03	8.50	**9.53**	
40 P	**3.53**		11.05	10.03	1.28	525.6			3.9 COW CREEK	47.0	7.15	**3.53**	8.35	9.30	
47 P	4.30		11.25	f 10.16	1.41	531.4			5.8 PECK	41.2	f 7.02	3.39	8.15	9.10	
67 P	5.00		11.45 AM	f 10.28	1.52	535.5			4.1 BYERS	37.1	f 6.51	3.28	8.00	8.55	
33 P	5.30		12.05 PM	10.40	2.04	540.3			4.8 CORNUTT	32.3	6.38	3.15	7.40	8.35	
67 P	6.00		12.20	f 10.46	2.10	544.2	TO		3.9 RIDDLE	28.4	f 6.32	3.09	7.30	8.25	
67 P	6.20		12.35	10.56	2.17	549.3		Auto Block	5.1 WEAVER	23.3	6.25	3.02	7.10	8.10	
22 WP	6.30		12.40	f 10.58	2.19	550.4	TO		1.1 MYRTLE CREEK	22.2	f 6.23	3.00	7.05	8.05	
97 P	7.00		12.55	11.10	2.26	554.9			4.5 DOLE	17.7	f 6.16	2.53	6.50	7.50	
1						557.7			2.8 ROUND PRAIRIE (Spur)	14.9					
69	**7.30**		1.20	f 11.23	**2.42**	562.0	TO		4.3 DILLARD	10.6	f 6.03	**2.42**	6.30	**7.30**	
19 P						566.3			4.3 CARNES (Spur)	6.3					
45 P	7.45		1.40	11.35	2.55	567.7			1.4 GREEN	4.9	5.53	2.25	6.15	7.15	
Yard BKWFTP	8.00 PM		2.00 PM	s 11.50 PM	s 3.10 PM	572.6	TO-R		4.9 ROSEBURG	0.0	5.45 AM	2.15 PM	6.00 AM	7.00 PM	
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Mon., Wed. & Fri.	Arrive Daily	Arrive Daily				(143.5)		Leave Daily	Leave Daily	Leave Sun., Tues.&Thurs.	Leave Daily	Leave Daily Ex. Saturday
	(10.30) 13.67	(4.00) 11.16	(8.00) 12.34	(5.45) 24.95	(4.55) 29.18				Time over District Average speed per hour		(5.45) 24.61	(5 15) 27.35	(8.00) 12.34	(10.00) 14.35	(4.15) 11.20

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL FLAG STOPS—Nos. 13 and 14 Union Creek Saturdays, Sundays and Mondays.

EASTWARD EUGENE SUBDIVISION WESTWARD

Capacity of sidings in car lengths		SECOND CLASS	FIRST CLASS		Distance from San Francisco via Marysville		Time Table No. 113 July 22, 1928	Distance from Springfield Jct.	FIRST CLASS		SECOND CLASS
		224	12	14					13	11	223
		Manifest	Shasta	Oregonian					Oregonian	Shasta	Manifest
		Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily
Yard	BKWFTP	7.00AM	3.20PM	12.01AM	572.6		TO-R ROSEBURG 5.2	71.7	s 5.30AM	s 2.05PM	5.00PM
67	P	7.20	3.28	f 12.13	577.8		WINCHESTER 3.6	66.5	f 5.17	1.55	4.25
67	P	7.40	3.34	f 12.22	581.4		WILBUR 2.5	62.9	f 5.06	1.46	4.05
5					583.9		DEADY (Spur) 2.5	60.4			
58	P	8.00	**3.41**	f 12.33	586.4		TO SUTHERLIN 2.7	57.9	f 4.53	1.35	**3.41**
63	W	9.00	3.45	f 12.40	589.1		TO OAKLAND 6.3	55.2	f 4.45	1.29	3.00
43	P	9.30	3.55	12.52	595.4		ISADORA 2.1	48.9	4.30	1.19	2.25
65	TP	9.40	3.59	12.57	597.5		RICE HILL 6.2	46.8	4.25	1.16	2.15
74	P	10.30	4.08	f 1.10	603.7		TO YONCALLA 5.3	40.6	f 4.10	12.59	1.30
78	WYP	11.30	f 4.18	f 1.22	609.0		TO DRAIN 1.2	35.3	s 3.55	f **12.48**	**12.48**
7					610.2	Block Signals	KREWSON (Spur) 1.5	34.1			
36	P	11.45AM	4.22	f 1.27	611.7		LEONA 1.5	32.6	f 3.44	12.43	12.15
67	P	**12.05PM**	4.25	1.29	613.2		SAFLEY 2.0	31.1	3.41	12.41	**12.05PM**
6		12.15	4.28	f 1.32	615.2		ANLAUF 0.9	29.1	f 3.38	12.38	11.45AM
18			4.30	f 1.34	616.1		CURTIN 1.8	28.2	f 3.36	12.36	11.40
46	WP	**12.33**	4.33	f 1.37	617.9		COMSTOCK 4.0	26.4	f 3.33	**12.33**	11.30
91	YP	1.30	4.44	f 1.50	621.9		DIVIDE 1.0	22.4	f 3.23	12.23	11.00
10					622.9		VEATCH (Spur) 1.4	21.4			
9					624.3		MONETT 0.7	20.0			
27	P	1.45	4.49	f 1.55	625.0		LATHAM 1.5	19.3	f 3.17	12.18	10.45
52	WP	3.30	f 4.52	s 2.00	626.5		TO COTTAGE GROVE 2.6	17.8	s 3.15	f 12.16	10.30
29				f	629.1		SAGINAW (Spur) 1.5	15.2	f		
70	P	4.00	4.59	f 2.10	630.6		WALKER 4.9	13.7	f 3.05	12.09	8.45
68	P	4.45	5.06	f 2.25	635.5		TO CRESWELL 5.4	8.8	f 2.52	12.02PM	8.15
71	P	**5.16**	**5.16**	f **2.42**	640.9		GOSHEN 3.4	3.4	f **2.42**	11.54AM	7.40
20	YP	5.41PM	5.22PM	2.52AM	644.3		TO-R SPRINGFIELD JCT.	0.0	2.33AM	11.47AM	7.19AM
		Arrive Daily	Arrive Daily	Arrive Daily			(71.7)		Leave Daily	Leave Daily	Leave Daily
		(10.41) 6.71	(2.02) 35.31	(2.51) 25.12			Time over District Average speed per hour		(2.57) 24.30	(2.18) 31.17	(9.41) 7.40

Westward trains are superior to trains of the same class in the opposite direction.

EUGENE SUBDIVISION

EASTWARD

Capacity of sidings in car lengths.	SECOND CLASS					FIRST CLASS					Distance from San Francisco via Marysville and Klamath Falls			Time Table 113 July 22, 1928
	222	224	246	90	248	12	8	18	16	14				
	Portland Manifest	Manifest	Mixed	Mixed	Local Freight	Shasta	Coach Special	Cascade	West Coast	Oregonian				
	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Mon., Wed., Fri.	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS
Yard BKWFP	2.00PM						12.40PM	9.25AM	1.12AM		528.4	Block Signals		TO-R CRESCENT LAKE
100 P	**2.15**						f 12.46	9.31	f 1.18		532.1		3.7	ODELL LAKE
155 WYP	2.30						s 12.54	9.39	f **1.25**		536.7		4.6	TO-R CASCADE SUMMIT
77 P	2.45						1.05	9.49	1.36		540.8		4.1	ABERNETHY
106 WP	3.05						**1.18**	10.02	1.49		546.0		5.2	TO CRUZATTE
76 P	**3.34**						1.31	10.15	2.02		551.3		5.3	FRAZIER
106 YP	3.55						1.40	10.24	2.11		554.8		3.5	FIELDS
81 WP	4.25						1.54	10.38	2.25		560.4		5.6	TO WICOPEE
106 P	**4.45**						2.04	10.48	2.35		564.2		3.8	HEATHER
108 WP	5.15						f 2.15	**11.00**	f 2.46		569.3		5.1	TO McCREDIE SPRINGS
78 P	5.35						**2.28**	11.12	2.58		575.3		6.0	PRYOR
Yard BKWFYP	6.00				5.00AM		s **2.41**	11.25	s **3.10**		580.5		5.2	TO-R OAKRIDGE
7 P	6.30				5.15		s 2.46	11.30	f 3.15		582.7		2.2	TO WESTFIR
67 P	6.35				5.20						583.5		0.8	HEMLOCK
60 P	6.50				5.30		2.52	11.35	3.21		585.6		2.1	LOOKOUT
81 P	7.20				5.50		3.02	11.44	3.31		590.9		5.3	TO LAWLER
12							3.04	11.46	3.33		592.1		1.2	ARMET
61 P	7.35				6.00		f 3.11	**11.52**	3.40		595.9		3.8	RESERVE
2	7.45				6.10		f 3.16	11.57AM	3.45		598.9		3.0	LANDAX (Spur)
81 WP	8.00				6.15		3.19	12.01PM	3.48		600.8		1.9	CARTER
29 P	8.15				6.25		f 3.25	12.05	f 3.54		603.3		2.5	TO LOWELL
84 P	8.25				6.35		f 3.29	**12.09**	3.58		605.4		2.1	PENGRA
7	8.31				6.41		f 3.34	12.14	4.03		608.4		3.0	FALL CREEK (Spur)
60 P	8.35				6.45		f 3.37	12.17	4.06		610.1		1.7	HILLS
32 P	8.40				6.50		f 3.41	12.20	4.10		611.9		1.8	JASPER
81 P	8.45				**6.56**		f 3.46	12.24	4.15		614.1		2.2	NATRON
P	8.55		**1.08PM**		7.05		3.53	12.30	4.22		618.0		3.9	MOHAWK JCT.
Yard WYP	9.00		1.20	1.10PM	**8.15**		s 3.58	12.34	f 4.27		619.4		1.4	TO-R SPRINGFIELD
IYP	9.05	5.41PM	1.26	1.16	8.26	5.22PM	4.02	12.37	4.31	2.52AM	620.6		1.2	TO-R SPRINGFIELD JCT.
Yard BKWP						s 5.30PM	s 4.10PM	s 12.45PM	s 4.39AM	s 3.00AM	623.6		3.0	TO-R EUGENE
Yd.BKWFTYP	9.30PM	6.00PM	1.45PM	1.35PM	**8.45AM**						625.5		1.9	TO-R EUGENE YARD
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				97.1
	(7.30) 12.94	(0.19) 15.47	(0.37) 12.16	(0.25) 10.04	(3.45) 12.00	(0.08) 22.50	(3.30) 27.20	(3.20) 28.56	(3.27) 28.14	(0.08) 22.50				........Time Over District........ ......Average speed per hour......

Westward trains are superior to trains of the same class in the opposite direction.

Exceptions: No. 14 is superior to Nos. 15 and 17. No. 16 is superior to No. 13. No. 18 is superior to Nos. 13 and 11. No. 8 is superior to No. 11. No. 12 is superior to No. 7.

Train order office at Eugene Yard for trains originating only.

ADDITIONAL FLAG STOPS: No. 8 Signal M. P. 598.2.

No. 16 stop to discharge passengers from Klamath Falls and west.

See pages 6 and 7 for additional trains between Eugene and Eugene Yard.

WESTWARD

Time Table No. 113

July 22, 1928

Block Signals

			FIRST CLASS					SECOND CLASS					
		Distance from Eugene Yard	17	13	11	7	15	269	247	223	245	221	89
			Cascade	Oregonian	Shasta	Coach Special	West Coast	Freight	Local Freight	Manifest	Mixed	Portland Manifest	Mixed
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Tues. Thurs. Sat.
TO-R	CRESCENT LAKE	97.1	s 5.15AM			s 4.35PM	s 1.40AM	2.30PM				8.30PM	
	3.7												
	ODELL LAKE	93.4	5.08			f 4.27	f 1.32	**2.15**				8.15	
	4.6												
TO-R	CASCADE SUMMIT	88.8	5.00			s 4.17	f **1.25**	2.00				8.00	
	4.1												
	ABERNETHY	84.7	4.48			4.01	1.07	1.40				7.00	
	5.2												
TO	CRUZATTE	79.5	4.34			3.47	12.51	**1.18**				6.30	
	5.3												
	FRAZIER	74.2	4.20			**3.34**	12.35	12.25PM				5.50	
	3.5												
	FIELDS	70.7	4.11			3.25	12.24	11.55AM				5.30	
	5.6												
TO	WICOPEE	65.1	3.56			3.10	12.07AM	11.35				5.05	
	3.8												
	HEATHER	61.3	3.46			2.59	11.56PM	11.20				**4.45**	
	5.1												
TO	McCREDIE SPRINGS	56.2	3.35			f 2.46	f 11.43	**11.00**				4.05	
	6.0												
	PRYOR	50.2	3.22			**2.28**	11.28	10.25				3.30	
	5.2												
TO-R	OAKRIDGE	45.0	**3.10**			s 2.17	s 11.16	9.45	1.45PM			**2.41** **2.00**	
	2.2												
TO	WESTFIR	42.8	2.58			s 2.05	f 11.06	8.39	1.35			1.50	
	0.8												
	HEMLOCK	42.0						8.36	1.10			1.45	
	2.1												
	LOOKOUT	39.9	2.53			2.00	11.00	8.28	12.25			1.40	
	5.3												
TO	LAWLER	34.6	2.45			1.52	10.52	8.15	12.10			1.15	
	1.2												
	ARMET	33.4	2.43			1.50	10.50		12.05PM				
	3.8												
	RESERVE	29.6	2.37			f 1.44	10.44	8.01	**11.52AM**			12.50	
	3.0												
	LANDAX (Spur)	26.6	2.32			f 1.39	10.39	7.54	11.25			12.40	
	1.9												
	CARTER	24.7	2.29			1.36	10.36	7.49	11.16			12.35	
	2.5												
TO	LOWELL	22.2	2.25			f 1.32	f 10.32	7.45	10.40			12.25	
	2.1												
	PENGRA	20.1	2.21			f 1.28	10.27	7.35	9.25			**12.09PM**	
	3.0												
	FALL CREEK (Spur)	17.1	2.16			f 1.25	10.22	7.27	9.15			11.40AM	
	1.7												
	HILLS	15.4	2.13			f 1.20	10.19	7.23	9.05			11.35	
	1.8												
	JASPER	13.6	2.10			f 1.17	10.16	7.18	9.00			11.25	
	2.2												
	NATRON	11.4	2.06			f 1.14	10.12	**6.56**	8.40			11.15	
	3.9												
	MOHAWK JCT.	7.5	2.00			**1.08**	10.06	6.36	8.20		9.20AM	11.05	
	1.4												
TO-R	SPRINGFIELD	6.1	1.57			f 1.05	f 10.03	6.32	**8.15**		9.15	11.00	11.10AM
	1.2												
TO-R	SPRINGFIELD JCT.	4.9	1.53	2.33AM	11.47AM	12.58	9.58	6.19	7.09	7.19AM	9.04	10.49	11.04
	3.0												
TO-R	EUGENE	1.9	1.45AM	2.25AM	11.39AM	12.50PM	9.50PM						
	1.9												
TO-R	EUGENE YARD	0.0						6.00AM	6.50AM	7.00AM	**8.45AM**	10.30AM	10.45AM
	97.1		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex Sunday	Leave Daily	Leave Tues. Thurs. Sat.
	........Time Over District........		(3.30)	(0.08)	(0.08)	(3.45)	(3.50)	(8.30)	(6.55)	(0.19)	(0.35)	(10.00)	(0.25)
	......Average speed per hour......		27.20	22.50	22.50	25.90	25.33	11.42	7.60	15.47	9.60	9.71	10.04

Westward trains are superior to trains of the same class in the opposite direction.

Exceptions: No. 14 is superior to Nos. 15 and 17. No. 16 is superior to No. 13. No. 18 is superior to Nos. 13 and 11. No. 8 is superior to No. 11. No. 12 is superior to No. 7.

Train order office at Eugene Yard for trains originating only.

ADDITIONAL FLAG STOPS: No. 7 Signal M. P. 598.2.

No. 15 stop on flag between Springfield and Westfir to pick up passengers for Klamath Falls and west.

See pages 6 and 7 for additional trains between Eugene Yard and Eugene.

EASTWARD				Time Table No. 113 July 22, 1928		WESTWARD
	SECOND CLASS					SECOND CLASS
Capacity of Sidings in car lengths	246 Mixed	Distance from San Francisco			Distance from Mohawk Jct.	245 Mixed
	Leave Daily Ex. Sunday			**STATIONS**		Arrive Daily Ex. Sunday
Yd. FYP	11.30AM	662.3	TO-R	WENDLING	15.7	10.45AM
				2.6		
	11.40AM	659.7		HYLAND (Spur)	13.1	10.30
				1.1		
45 WP	12.10PM	658.6	TO	MARCOLA	12.0	10.20
				3.6		
11	12.25	655.0		DONNA	8.4	10.00
				3.5		
33	12.40	651.5		YARNELL	4.9	9.45
				2.2		
4	12.55	649.3		HENDRICKS	2.7	9.30
				2.7		
P	**1.08PM**	646.6	R	MOHAWK JCT.	0.0	9.20AM
	Arrive Daily Ex. Sunday			15.7		Leave Daily Ex. Sunday
	(1.38)			........................Time over District........................		(1.25)
	9.61			....................Average speed per hour....................		11.15

EASTWARD

PORTLAND SUBDIVISION

Capacity of Sidings in Car Lengths	SECOND CLASS								FIRST CLASS						Distance from San Francisco via Marysville	Time Table No. 113 July 22, 1928
	220	232	238	260	226	228	234	222	12	8	18	142	16	14		
	Freight	Local Freight	Local Freight	Local Freight	Local Freight	Local Freight	Local Freight	Portland Manifest	Shasta	Coach Special	Cascade	Tillamook Portland Passenger	West Coast	Oregonian		
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS
Yard BKWP									5.40PM	4.20PM	12.50PM		4.50AM	3.25AM	647.3	TO-R EUGENE 1.9
Yard BKWFYP	6.00PM			10.45AM				12.15AM	5.45	4.25	12.55		4.55	3.30	649.2	TO-R EUGENE YARD 3.8
67 P	6.10			**11.18**				12.25	5.50	4.30	1.00		5.00	**3.35**	653.0	IRVING 6.9
47 P	6.25			11.35				1.00	5.57	4.37	1.07		5.08	3.42	659.9	SWAIN 0.7
36 WP	6.30			11.37				**1.17**	5.59	f 4.39	1.09		f 5.09	f 3.44	660.6	TO JUNCTION CITY 4.5
93 P	6.40			**11.59**AM				**1.38**	6.05	f **4.49**	1.15		5.16	f 3.53	665.1	TO HARRISBURG 3.1
8	6.48			12.10PM				1.45	6.09	4.53	1.19		5.20	3.57	668.2	ALFORD (Spur) 2.5
67 P	6.55			12.20				1.55	6.12	4.57	1.22		5.24	4.01	670.7	FOLK 3.1
98 P	7.00			12.50				2.05	6.16	f 5.01	1.26		5.28	f 4.05	673.8	TO HALSEY 5.2
106 WP	7.10			**1.32**				**2.35**	6.22	f 5.09	**1.32**		5.34	f 4.13	679.0	TO SHEDD 5.6
106 P	7.20			1.55				2.45	6.28	f 5.17	1.38		5.41	f 4.21	684.6	TANGENT 5.3
P	7.30			2.10				2.55	6.34	5.25	1.44		5.48	4.29	689.9	PAGE — 1.0
Yard BKWFYP	7.35			2.15PM		8.00AM		3.05	s 6.39	s 5.33	s 1.49		s 5.53	s 4.35	690.9	TO-R ALBANY 4.5
100 P	7.45					8.10		3.15	6.45	5.40	1.55		5.59	4.42	695.4	MILLERSBURG 4.1
104 P	**8.04**					8.20		3.40	6.50	f 5.46	2.01		6.05	f 4.48	699.5	TO JEFFERSON 4.7
68 WP	8.20					8.30		3.55	6.55	5.52	2.07		6.11	f 4.54	704.2	TO MARION 6.5
68 P	**8.40**					8.40		4.10	7.02	f 6.00	2.14		6.20	f 5.03	710.7	TO TURNER 6.7
67 P	8.55					8.55		4.30	7.10	6.10	**2.24**		6.30	5.13	717.4	PRINGLE 0.8
Yard BKWFYP	9.05					9.10		4.35	s 7.15	s 6.15	s 2.29		s 6.35	s 5.25	718.2	TO-R SALEM 0.6
P	9.10					9.15		4.40	7.19	6.19	2.33		6.39	5.29	718.8	LEMROCK 1.5
67 P	9.15					9.20		4.50	**7.23**	6.23	2.37		6.43	5.33	720.8	FAIR GROUNDS 1.9
88 P	9.20					**9.31**		4.55	7.25	6.26	2.39		6.45	5.35	722.2	LABISH 1.1
26 P	9.25					9.40		5.00	7.27	f 6.28	2.41		6.47	f 5.37	723.3	CHEMAWA 3.6
67 P	9.35					**9.50** **10.20**		**5.42**	7.32	f 6.33	2.46		6.52	f **5.42**	726.9	TO BROOKS 5.2
67 P	9.45					10.35		6.00	7.38	f 6.40	2.52		6.58	f 5.49	732.1	TO GERVAIS 2.4
70 P	9.50					10.40		6.10	7.41	6.43	2.55		7.01	5.52	734.5	POPLAR 0.7
Yard WFYP	9.55				12.05PM	**11.00**		6.40	**7.43**	s **6.50**	2.57		f 7.03	s 5.57	735.2	TO-R WOODBURN 3.6
46 P	10.05				12.15	11.15		6.55	7.48	f 6.57	3.02		7.08	f 6.03	738.8	TO HUBBARD 2.8
69 P	10.10				12.25	11.30		**7.12**	7.52	7.01	3.04		**7.12**	6.07	741.6	HITO 1.6
21 P	10.15				12.30	11.40		7.20	7.55	7.05	3.07		7.15	f 6.11	743.2	TO AURORA 2.0
35 P	10.20				12.35	11.50AM		7.25	7.58	7.09	3.10		7.18	6.14	745.2	BARLOW 1.6
36 WP	10.25				**12.47**	12.05PM		7.30	8.01	f 7.12	3.13		7.20	f 6.18	746.8	TO CANBY 0.6
75 Y	10.26				12.55	**12.45**		**7.41**	8.02	**7.13**	3.14		7.21	6.19	747.4	FLANDER 2.7
10	10.33				1.04	12.54		7.50	8.08	7.18	3.20		7.27	6.25	750.1	NEW ERA (Spur) 0.7
67 P	10.35				1.06	12.56		**7.55**	8.10	7.20	3.22		**7.29**	6.27	750.8	COALCA 2.1
27 P	10.40				1.15	1.05		8.00	8.15	7.25	3.26		7.34	6.32	752.9	PULP 2.6
118 WP	**10.45** **11.23**				2.00	1.25		8.05	8.20	s 7.32	3.31		f **7.39**	s 6.40	755.5	TO OREGON CITY 0.6
I															756.1	W. V. S. CROSSING 1.2
16									8.24	7.36	3.35		7.43	6.45	757.3	PARK PLACE (Spur) 2.7
65 P	11.35				3.20	1.40		**8.29**	8.29	f 7.41	3.40		f 7.49	f **6.53**	760.0	CLACKAMAS 4.1
76 P	11.45				3.30	1.50		**8.53**	8.36	7.47	3.46		7.55	**7.01**	764.1	EAST MILWAUKIE 1.1
P	11.50	9.35PM	8.30PM		3.35	1.55	11.35AM	9.10	8.38	7.49	3.48	2.21PM	7.57	7.03	765.2	WILLSBURG JCT. 1.7
Yard BKWFTP	11.55PM	9.40PM	8.35PM		3.40PM	2.00PM	11.40AM	9.15AM	8.43	7.54	3.53	2.26	8.02	7.08	766.9	TO-R BROOKLYN 2.3
IP									8.53	8.03	4.02	2.35	**8.10**	**7.17**	769.2	CLAY STREET 0.5
									s 8.55	s 8.05	s 4.04	s 2.37	s 8.12	s 7.19	769.7	EAST MORRISON ST. 1.3
BKIP									s 9.10PM	s 8.15PM	s 4.15PM	s 2.45PM	s 8.25AM	s **7.30**AM	771.0	TO-R PORTLAND (123.7)
	Arrive Daily	Arrive Daily Ex. Sunday	Ar. Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
	(5.55)	(0.05)	(0.05)	(3.30)	(3.35)	(6.00)	(0.05)	(9.00)	(3.30)	(3.55)	(3.25)	(0.23)	(3.35)	(4.05)		...Time over District
	19.89	20.40.	20.40	13.87	8.85	12.67	20.40	13.07	35.34	31.57	36.20	15.18	34.52	30.29		...Average speed per hour

Block Signals

Double Track

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Train order office at Eugene Yard for trains originating only. See pages 4 and 5 for additional trains between Eugene and Eugene Yard, page 9 for Branch trains using Siding between Page and Albany and page 15 for additional trains between Salem and Lemrock. Falls City Line trains may run ahead of delayed Main Line First Class trains between Salem and Lemrock without an order to do so. Additional flag stop: No. 8, State School m.p. 713.3.

No.16 will stop to discharge passengers from west of Eugene. No. 12 will stop at Woodburn and Oregon City to discharge passengers from west of Ashland. No. 142 will reduce speed, passing train order office, Brooklyn, sufficiently to permit company mail exchange.

Nos 31 and 32 restored between Portland and Eugene effective August 9th with 32 and August 11th with 31 and schedule of 504 changed as follows:

31 504		32
8:30 PM	Portland	6:40 PM
12:50 AM 1:10 AM	Eugene	2:20 PM
7:30 AM	Marshfield	

		FIRST CLASS						SECOND CLASS								
Time Table No. 113 July 22, 1928 STATIONS	Distance from Portland	141 Portland Tillamook Passenger Arrive Daily	11 Shasta Arrive Daily	7 Coach Special Arrive Daily	15 West Coast Arrive Daily	17 Cascade Arrive Daily	13 Oregonian Arrive Daily	231 Local Freight Arrive Daily Ex. Sunday	233 Local Freight Arrive Daily Ex. Sunday	259 Local Freight Arrive Daily Ex. Monday	227 Local Freight Arrive Daily Ex. Sunday	225 Local Freight Arrive Daily Ex. Sunday	219 Freight Arrive Daily	257 Freight Arrive Daily	221 Portland Manifest Arrive Daily	237 Local Freight Arrive Daily Ex. Saturday
TO-R EUGENE 1.9	123.7		s 11.29 AM	s 12.40 PM	s 9.40 PM	s 1.40 AM	s 2.10 AM									
										9.55 AM			5.35 PM	10.45 PM	3.50 AM	
										9.35			5.20	10.35	3.35	
										9.10			5.05	10.22	3.15	
										9.05			5.00	10.20	3.10	
										8.30			4.49	10.10	3.01	
										8.15			4.31	10.05	2.56	
										8.10			4.26	10.00	2.51	
										8.00			4.20	9.55	2.45	
										7.40			4.10	9.45	2.35	
										7.15			3.45	9.35	2.25	
										7.05			3.35	9.25	2.15	
										7.00 AM	1.25 PM		3.30	9.20	2.10	
											1.10		3.15	9.08	1.55	
											12.55		3.05	9.00	1.45	
											12.35		2.55	8.50	1.35	
											12.15 PM		2.40	8.40	1.20	
											11.45 AM		2.24	8.25	1.05	
											10.50		2.10	8.20	1.00	
											10.45		2.00	8.14	12.55	
											10.40		1.55	8.10	12.50	
											10.35		1.50	8.06	12.44	
											10.30		1.47	8.04	12.42	
											10.20		1.40	7.57	12.35	
											9.51		1.30	7.49	12.25	
											9.25		1.25	7.45	12.20	
											9.12	11.00 AM	1.20	7.43	12.15	
											8.00	10.40	1.05	7.30	12.01 AM	
											7.55	10.30	12.58	7.25	11.55 PM	
											7.50	10.20	12.54	7.21	11.51	
											7.45	10.10	12.50	7.17	11.47	
				f 9.26	f 6.30	11.08	11.26				7.42	9.26	12.47	7.14	11.44	
FLANDER 2.7	23.6		8.53	9.25	6.29	11.07	11.25				7.41	8.53	12.45	7.13	11.43	
NEW ERA (Spur) 0.7	20.9		8.48	9.20	6.24	11.02	11.20				7.31	7.57	12.40	7.00	11.35	
COALCA 2.1	20.2		8.47	9.19	6.23	11.01	11.19				7.29	7.55	12.38	6.58	11.33	
PULP 2.6	18.1		8.43	9.15	6.18	10.57	11.15				7.15	7.45	12.33	6.53	11.28	
TO OREGON CITY 0.6	15.5		f 8.38	f 9.10	s 6.13	10.52	s 11.10				7.10	7.39	12.28	6.48	11.23	
W. V. S. CROSSING 1.2	14.9															
PARK PLACE (Spur) 2.7	13.7		8.33	9.03	6.05	10.48	11.03				7.00	7.20	12.23	6.39	11.18	
CLACKAMAS 4.1	11.0		8.29	f 8.59	f 6.00	10.44	10.59				6.53	7.13	12.17	6.33	11.11	
EAST MILWAUKIE 1.1	6.9		8.23	8.53	5.53	10.38	10.53				6.33	7.01	12.09	6.26	11.03	
WILLSBURG JCT. 1.7	5.8	7.48 AM	8.21	8.51	5.51	10.36	10.51	12.20 AM	5.35 AM		6.30	6.45	12.06	6.24	11.00	11.35 PM
TO-R BROOKLYN 2.8	4.1	7.44	8.18	8.48	5.48	10.33	10.48	12.15 AM	5.30 AM		6.25 AM	6.40 AM	12.01 PM	6.20 PM	10.55 PM	11.30 PM
CLAY STREET 0.5 Double Track	1.8	7.35	8.10	8.40	5.40	10.25	10.40									
EAST MORRISON ST. 1.3	1.3	s 7.33	s 8.08	s 8.38	s 5.38	s 10.23	s 10.38									
TO-R PORTLAND	0.0	7.25 AM	8.00 AM	8.30 AM	5.30 PM	10.15 PM	10.30 PM									
123.7		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Saturday
Time over District		(0.23)	(3.29)	(4.10)	(4.10)	(3.25)	(3.40)	(0.05)	(0.05)	(2.55)	(7.00)	(4.20)	(5.34)	(4.25)	(4.55)	(0.05)
Average speed per hour		15.13	35.51	29.69	29.69	36.20	33.73	20.40	20.40	14.54	10.86	7.32	21.14	26.40	23.93	20.40

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Train order office at Eugene Yard for trains originating only. Additional Flag Stop Nos. 7 and 15 State School MP. 713.3.

See pages 4 and 5 for additional trains between Eugene Yard and Eugene; Page 9 for Branch trains using siding between Albany and Page and page 15 for additional trains between Lemrock and Salem. Falls City Line trains may run ahead of delayed Main Line First Class trains between Salem and Lemrock without an order to do so. No. 141 will stop on signal at Brooklyn to pick up or discharge shipments of company material and mail.

EASTWARD

PORTLAND SUBDIVISION

Capacity of Sidings in Car Lengths	SECOND CLASS								FIRST CLASS						stance from Francisco via Marysville	Time Table No. 113 July 22, 1928
	220 Freight	232 Local Freight	238 Local Freight	260 Local Freight	226 Local Freight	228 Local Freight	234 Local Freight	222 Portland Manifest	12 Shasta	8 Coach Special	18 Cascade	142 Tillamook Portland	16 West Coast	14 Oregonian		
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily Ex. Monday	Leave Daily								
Yard BKWP																
Yard BKWFYP	6.00 PM			10.45 AM				12.15 AM								
67 P	6.10			**11.18**				12.25								
47 P	6.25			11.35				1.00								
36 WP	6.30			11.37				**1.17**								
93 P	6.40			**11.59 AM**				**1.38**								
8	6.48			**12.10 PM**				1.45								
67 P	6.55			12.20				1.55								
98 P	7.00			12.50				2.05								
106 WP	7.10			**1.32**				**2.35**								
106 P	7.20			1.55				2.45								
P	7.30			2.10				2.55								
Yard BKWFYP	7.35			2.15 PM		8.00 AM		3.05								
100 P	7.45					8.10		3.15								
104 P	**8.04**					8.20		3.40								
68 WP	8.20					8.30		3.55								
68 P	**8.40**					8.40		4.10								
67 P	8.55					8.55		4.30								
Yard BKWFYP	9.05					9.10		4.35								
P	9.10					9.15		4.40								
67 P	9.15					9.20		4.50								
88 P	9.20					**9.31**		4.55								
26 P	9.25					9.40		5.00								
67 P	9.35					**9.50** 10.20		**5.42**								
67 P	9.45					10.35		6.00								
70 P	9.50					10.40		6.10								
Yard WFYP	9.55				12.05 PM	**11.00**		6.40								
46 P	10.05				12.15	11.15		6.55								
69 P	10.10				12.25	11.30		**7.12**								
21 P	10.15				12.30	11.40		7.20	7.55	7.05	3.07		7.15	f 6.11	743.2	TO AURORA 2.0
35 P	10.20				12.35	11.50 AM		7.25	7.58	7.09	3.10		7.18	6.14	745.2	BARLOW 1.6
36 WP	10.25				**12.47**	12.05 PM		7.30	8.01	f 7.12	3.13		7.20	f 6.18	746.8	TO CANBY 0.6
75 Y	10.26				12.55	**12.45**		**7.41**	8.02	**7.13**	3.14		7.21	6.19	747.4	FLANDER 2.7
10	10.33				1.04	12.54		7.50	8.08	7.18	3.20		7.27	6.25	750.1	NEW ERA (Spur) 0.7
67 P	10.35				1.06	12.56		**7.55**	8.10	7.20	3.22		**7.29**	6.27	750.8	COALCA 2.1
27 P	10.40				1.15	1.05		8.00	8.15	7.25	3.26		7.34	6.32	752.9	PULP 2.6
118 WP	**10.45** **11.23**				2.00	1.25		8.05	8.20	s 7.32	3.31		f **7.39**	s 6.40	755.5	TO OREGON CITY 0.6
I															756.1	W. V. S. CROSSING 1.2
16									8.24	7.36	3.35		7.43	6.45	757.3	PARK PLACE (Spur) 2.7
65 P	11.35				3.20	1.40		**8.29**	8.29	f 7.41	3.40		f 7.49	f **6.53**	760.0	CLACKAMAS 4.1
76 P	11.45				3.30	1.50		**8.53**	8.36	7.47	3.46		7.55	**7.01**	764.1	EAST MILWAUKIE 1.1
P	11.50	9.35 PM	8.30 PM		3.35	1.55	11.35 AM	9.10	8.38	7.49	3.48	2.21 PM	7.57	7.03	765.2	WILLSBURG JCT. 1.7
Yard BKWFTP	11.55 PM	9.40 PM	8.35 PM		3.40 PM	2.00 PM	11.40 AM	9.15 AM	8.43	7.54	3.53	2.26	8.02	7.08	766.9	TO-R BROOKLYN 2.3
IP									8.53	8.03	4.02	2.35	**8.10**	**7.17**	769.2	CLAY STREET 0.5
									s 8.55	s 8.05	s 4.04	s 2.37	s 8.12	s 7.19	769.7	EAST MORRISON ST. 1.3 Double Track
BKIP									s 9.10 PM	s 8.15 PM	s 4.15 PM	s 2.45 PM	s 8.25 AM	s **7.30 AM**	771.0	TO-R PORTLAND (123.7)
	Arrive Daily	Arrive Daily Ex. Sunday	Ar. Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
	(5.55) 19.89	(0.05) 20.40.	(0.05) 20.40	(3.30) 13.87	(3.35) 8.85	(6.00) 12.67	(0.05) 20.40	(9.00) 13.07	(3.30) 35.34	(3.55) 31.57	(3.25) 36.20	(0.23) 15.18	(3.35) 34.52	(4.05) 30.29		...Time over District ...Average speed per hour

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No.16 will stop to discharge passengers from west of Eugene. No. 12 will stop at Woodburn and Oregon City to discharge passengers from west of Ashland. No. 142 will reduce speed, passing train order office, Brooklyn, sufficiently to permit company mail exchange.

Time Table No. 113 July 22, 1928 STATIONS	Distance from Portland	FIRST CLASS						SECOND CLASS								
		141	**11**	**7**	**15**	**17**	**13**	**231**	**233**	**259**	**227**	**225**	**219**	**257**	**221**	**237**
		Portland Tillamook Passenger	Shasta	Coach Special	West Coast	Cascade	Oregonian	Local Freight	Local Freight	Local Freight	Local Freight	Local Freight	Freight	Freight	Portland Manifest	Local Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Saturday
TO-R EUGENE 1.9	123.7		s 11.29 AM	s 12.40 PM	s 9.40 PM	s 1.40 AM	s 2.10 AM									
TO-R EUGENE YARD 3.8	121.8		11.23	12.34	9.34	1.34	2.04			9.55 AM			5.35 PM	10.45 PM	3.50 AM	
IRVING 6.9	118.0		**11.18**	12.27	9.27	1.28	1.58			9.35			5.20	10.35	**3.35**	
SWAIN 0.7	111.1		11.10	12.16	9.17	1.19	1.49			9.10			5.05	10.22	3.15	
TO JUNCTION CITY 4.5	110.4		11.08	f 12.14 PM	f 9.15	**1.17**	f 1.47			9.05			5.00	10.20	3.10	
TO HARRISBURG 3.1	105.9		11.00	f **11.59** AM	f 9.03	1.09	**1.38**			8.30			**4.49**	10.10	3.01	
ALFORD (Spur) 2.5	102.8		10.56	11.53	8.57	1.04	1.34			8.15			4.31	10.05	2.56	
FOLK 3.1	100.3		10.52	11.48	8.53	1.00	1.30			8.10			4.26	10.00	2.51	
TO HALSEY 5.2	97.2		f 10.48	f 11.44	f 8.48	12.56	1.26			8.00			4.20	9.55	2.45	
TO SHEDD 5.6	92.0		10.41	f 11.34	8.40	12.50	1.19			7.40			4.10	9.45	**2.35**	
TANGENT 5.3	86.4		10.34	f 11.24	8.32	12.43	1.12			7.15			3.45	9.35	2.25	
PAGE 1.0	81.1		10.27	11.15	8.25	12.36	1.05			7.05			3.35	9.25	2.15	
TO-R ALBANY 4.5	80.1		s 10.24	s 11.10	s 8.22	s 12.33	s 1.02			7.00 AM	1.25 PM		3.30	9.20	2.10	
MILLERSBURG 4.1	75.6		10.15	10.54	8.10	12.26	12.50				1.10		3.15	9.08	1.55	
TO JEFFERSON 4.7	71.5		10.09	f 10.48	f **8.04**	12.20	12.44				12.55		3.05	9.00	1.45	
TO MARION 6.5	66.8		10.03	f 10.41	f 7.56	12.14	12.38				12.35		2.55	8.50	1.35	
TO TURNER 6.7	60.3		9.55	f 10.33	f 7.48	12.06 AM	12.30				12.15 PM		2.40	**8.40**	1.20	
PRINGLE 0.8	53.6		9.45	10.22	7.37	11.56 PM	12.20				11.45 AM		**2.24**	8.25	1.05	
TO-R SALEM 0.6	52.8		s 9.43	s 10.20	s 7.35	s 11.54	s 12.18				10.50		2.10	8.20	1.00	
LEMROCK 1.5	52.2		9.36	10.10	7.27	11.48	12.10				10.45		2.00	8.14	12.55	
FAIR GROUNDS 1.9	50.7		9.33	10.07	f **7.23**	11.45	12.06				10.40		1.55	8.10	12.50	
LABISH 1.1	48.8		**9.31**	10.05	7.13	11.43	12.04				10.35		1.50	8.06	12.44	
CHEMAWA 3 6	47 7		9.29.	f 10.03	f 7.11	11.41	12.02 AM				10.30		1.47	8.04	12.42	
TO BROOKS 5.2	44.1		9.24	f **9.58**	7.05	11.36	11.57 PM				**10.20**		1.40	7.57	12.35	
TO GERVAIS 2.4	38.9		9.17	f **9.51**	f 6.57	11.30	11.50				**9.51**		1.30	7.49	12.25	
POPLAR 0.7	36.5		9.14	9.47	6.52	11.27	11.47				9.25		1.25	7.45	12.20	
TO-R WOODBURN 3.6	35.8		f **9.12**	f 9.45	s **6.50**	11.25	f 11.45				**9.12**	**11.00** AM	1.20	**7.43**	12.15	
TO HUBBARD 2.8	32.2		9.06	f 9.39	6.44	11.20	11.39				8.00	10.40	1.05	7.30	12.01 AM	
HITO 1.6	29.4		9.02	9.35	6.40	11.16	11.35				7.55	10.30	12.58	7.25	11.55 PM	
TO AURORA 2.0	27.8		8.59	f 9.32	6.36	11.13	11.32				7.50	10.20	12.54	7.21	11.51	
BARLOW 1.6	25.8		8.56	9.28	6.32	11.10	11.29				7.45	10.10	12.50	7.17	11.47	
TO CANBY 0.6	24.2		8.54	f **9.26**	f 6.30	11.08	f 11.26				7.42	**9.26**	**12.47**	7.14	11.44	
FLANDER 2.7	23.6		**8.53**	9.25	6.29	11.07	11.25				**7.41**	**8.53**	**12.45**	**7.13**	11.43	
NEW ERA (Spur) 0.7	20.9		8.48	9.20	6.24	11.02	11.20				7.31	7.57	12.40	7.00	11.35	
COALCA 2.1	20.2		8.47	9.19	6.23	11.01	11.19				**7.29**	**7.55**	12.38	6.58	11.33	
PULP 2.6	18.1		8.43	9.15	6.18	10.57	11.15				7.15	7.45	12.33	6.53	11.28	
TO OREGON CITY 0.6	15.5		f 8.38	f 9.10	s 6.13	**10.52**	s **11.10**				7.10	**7.39**	12.28	6.48	**11.23**	
W. V. S. CROSSING 1.2	14.9															
PARK PLACE (Spur) 2.7	13.7		8.33	9.03	6.05	10.48	11.03				7.00	7.20	12.23	6.39	11.18	
CLACKAMAS 4.1	11.0		**8.29**	f 8.59	f 6.00	10.44	10.59				**6.53**	7.13	12.17	6.33	11.11	
EAST MILWAUKIE 1.1	6.9		8.23	**8.53**	5.53	10.38	10.53				6.33	**7.01**	12.09	6.26	11.03	
WILLSBURG JCT. 1.7	5.8	7.48 AM	8.21	8.51	5.51	10.36	10.51	12.20 AM	5.35 AM		6.30	6.45	12.06	6.24	11.00	11.35 PM
TO-R BROOKLYN 2.3	4.1	7.44	8.18	8.48	5.48	10.33	10.48	12.15 AM	5.30 AM		6.25 AM	6.40 AM	12.01 PM	6.20 PM	10.55 PM	11.30 PM
CLAY STREET 0.5	1.8	**7.35**	**8.10**	8.40	5.40	10.25	10.40									
EAST MORRISON ST. 1.3	1.3	s 7.33	s 8.08	s 8.38	s 5.38	s 10.23	s 10.38									
TO-R PORTLAND	0.0	**7.25** AM	8.00 AM	8.30 AM	5.30 PM	10.15 PM	10.30 PM									
123.7		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily Ex.Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Saturday
Time over District		(0.23)	(3.29)	(4.10)	(4.10)	(3.25)	(3.40)	(0.05)	(0.05)	(2.55)	(7.00)	(4.20)	(5.34)	(4.25)	(4.55)	(0.05)
Average speed per hour		15.13	35.51	29.69	29.69	36.20	33.73	20.40	20.40	14.54	10.86	7.32	21.14	26.40	23.93	20.40

Block Signals

Double Track

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: Nos. 14, 16 and 18 are superior to No. 141; No. 142 is superior to Nos. 7 and 11.

Train order office at Eugene Yard for trains originating only. Additional Flag Stop Nos. 7 and 15 State School MP. 713.3.

See pages 4 and 5 for additional trains between Eugene Yard and Eugene; Page 9 for Branch trains using siding between Albany and Page and page 15 for additional trains between Lemrock and Salem. Falls City Line trains may run ahead of delayed Main Line First Class trains between Salem and Lemrock without an order to do so. No. 141 will stop on signal at Brooklyn to pick up or discharge shipments of company material and mail.

MARSHFIELD SUBDIVISION

EASTWARD — **WESTWARD**

Capacity of sidings in car lengths	SECOND CLASS		FIRST CLASS		Distance from Eugene		Time Table No. 113	Distance from San Francisco	FIRST CLASS		SECOND CLASS	
	274	292		504			July 22, 1928		503		273	291
	Mixed	Local Freight		Coos Bay					Coos Bay		Mixed	Local Freight
	Lv. Monday Wed., Fri.	Lv. Daily Ex. Sunday		Lv. Daily			STATIONS		Ar. Daily		Ar. Tues., Thurs., Sat.	Ar. Daily Ex. Monday
Yard BKWP	7.00AM			2.30AM	0.0	TO-R	EUGENE	647.8	s12.40AM			
Yard BKWFYP		6.30AM			1.0	TO-R	1.0 EUGENE YARD	648.3			2.00PM	2.15PM
21					2.0		1.0 O. E. CROSSING	649.3				
69 P					2.5		0.5 SENECA	649.8				
P	7.15AM	6.40		2.44	4.0	R	1.5 TRANSFER	651.3	s12.23		1.45PM	2.00
61		6.42		2.45	4.3		0.3 DANEBO	651.6	12.22			1.55
11				2.49	8.6		4.3 JETSON (Spur)	655.9	12.08			
6		7.10		f2.52	10.2		1.6 MAYWOOD (Spur)	657.5	f12.04AM			
39 P		7.25		f2.57	13.2		3.0 VENETA	660.5	s11.54PM			1.00
4				f	14.8		1.6 LONG TOM	662.1	f			
12		7.33		f3.01	15.7		0.9 ELRUS (Spur)	663.0	f11.45			12.45
7				f	17.0		1.3 SAILOR (Spur)	664.3	f			
30 WP		7.39		f3.08	18.0	TO	1.0 NOTI	665.3	f11.37			12.20PM
7		7.49		f3.15	21.0		3.0 VAUGHN (Spur)	668.3	f11.26			
20		7.59		f3.23	24.2		3.2 FLAGG	671.5	f11.17			11.55AM
13 P				f	25.4		1.2 PENN	672.7	f			
13				f	26.2		0.8 BLENCOE	673.5	f			
8				f	27.4		1.2 MEREDITH	674.7	f			
30 P		8.11		f3.35	28.6		1.2 WALTON	675.9	f11.05			11.30
5				f	29.3		0.7 SHANNON	676.6	f			
6 W				f	31.7		2.4 GLOBE	679.0	f			
				f3.51	34.8		3.1 AUSTA (No Siding)	682.1	f10.50			
9				f	36.7		1.9 LINSLAW	684.0	f			
60 P		8.33		f3.58	37.7		1.0 RICHARDSON	685.0	f10.42			11.00
				f4.08	40.8		3.1 BEECHER (No Siding)	688.1	f10.34			
47 WP		8.55		f4.19	46.5		5.7 NEKOMA	693.8	f10.20			10.30
60 P		9.03		f4.29	49.8		3.3 SWISSHOME	697.1	f10.12			9.55
13		9.12		f4.37	53.3		3.5 RAINROCK	700.6	f10.03			9.36
57 P		9.24		s4.50	58.0	TO	4.7 MAPLETON	705.3	s 9.52			9.24
8		9.49		f5.04	63.0		5.0 BECK (Spur)	710.3	f 9.38			9.11
				f5.10	65.1		2.1 BETZEN (No Siding)	712.4	f 9.33			
60 WP		10.40		f5.17	67.7		2.6 WENDSON	715.0	f 9.26			8.59
7 P		11.10		s5.25	69.0	TO	1.3 CUSHMAN	716.3	s 9.23			8.55
20 P		11.25		f5.31	70.7		1.7 SIBOCO	718.0	f 9.15			8.40
18 WP		11.55AM		f5.40	74.0		3.3 CANARY (Spur)	721.3	f 9.08			8.30
13 P		12.43PM		s5.50	77.7		3.7 SILTCOOS	725.0	s 9.00			8.20
12		12.55		f5.57	79.9		2.2 ADA (Spur)	727.2	f 8.53			8.10
40 P		1.05		f6.00	81.0		1.1 BOOTH	728.3	f 8.50			8.05
20 P		1.25		f6.14	85.5		4.5 KROLL	732.8	f 8.40			7.50
18 W		1.40		f6.20	87.8		2.3 BRENHAM	735.1	f 8.34			7.40
42 P		2.05		s6.30	91.5		3.7 GARDINER	738.8	s 8.25			7.25
53 BKWP		2.30PM		s6.35AM	93.1	TO-R	1.6 REEDSPORT	740.4	8.15PM			7.20AM
	Arrive Mon. Wed. Fri.	Ar. Daily Ex. Sunday		Ar. Daily			(93.1)		Lv. Daily		Lv. Tues., Thurs., Sat	Lv. Daily Ex. Monday
	(0.15)	(8.00)		(4.05)			Time over District		(4.25)		(0.15)	(6.55)
	16.00	11.60		22.80			Average speed per hour		21.08		12.00	13.31

EASTWARD — **WESTWARD**

Capacity of sidings in car lengths	SECOND CLASS	FIRST CLASS		Distance from Eugene		Time Table No. 113	Distance from San Francisco	FIRST CLASS		SECOND CLASS
	294		504			July 22, 1928		503		293
	Local Freight		Coos Bay					Coos Bay		Local Freight
	Lv. Daily Ex. Sunday		Lv. Daily			STATIONS		Ar. Daily		Ar. Daily Ex. Sunday
53 BKWP	4.00PM		6.45AM	93.1	TO-R	REEDSPORT	740.4	s8.10PM		11.59PM
30	4.20		f6.57	97.9		4.8 THARP	745.2	f7.58		11.29
			f	100.7		2.8 WILLARD (No Siding)	748.0	f		
60 WP	5.00		s7.21	104.8	TO	4.1 LAKESIDE	752.1	s7.44		11.05
13	5.30		f7.40	112.0		7.2 HAUSER	759.3	f7.30		10.30
8			f	114.5		2.5 ROGERS (Spur)	761.8	f		
60	5.45		f7.49	115.7		1.2 COOS	763.0	f7.23		10.20
60 P	6.00		s8.05	118.3	TO	2.6 NORTH BEND	765.6	s7.13		10.00
P			s8.15	121.1		2.8 CENTRAL AVENUE (No Siding)	768.4	s7.00		
Yard BKWFYP	6.25PM		s8.25AM	121.6	TO-R	0.5 MARSHFIELD	768.9	6.45PM		9.00PM
YP				122.4	R	0.8 MILL SPUR	769.7			
4				124.0		1.6 CLEO	771.3			
5				125.8		1.8 HAYDEN	773.1			
2				126.6		0.8 INLET	773.9			
54 P				131.2		4.6 OVERLAND	778.5			
25 P				137.2		6.0 CEDAR POINT	784.5			
19				137.7		0.5 CUNNINGHAM	785.0			
52 WP				138.5	TO	0.8 COQUILLE	785.8			
26				141.3		2.8 JOHNSON	788.6			
				141.6		0.3 G. H. CHANEY Logging R. R., Csg.	788.9			
41 P				144.5		2.9 NORWAY	791.8			
2				145.4		0.9 YORK	792.7			
13 TP				147.4	TO	2.0 MYRTLE POINT	794.7			
2				149.1		1.7 ESTABROOK (Spur)	796.4			
8				152.4		3.3 BROADBENT (Spur)	799.7			
43 P				154.8		2.4 WARNER	802.1			
24				156.0		1.2 EMMONS (Spur)	803.3			
20 P				159.0		3.0 REGAL	806.3			
41 P				160.3		1.3 GAYLORD	807.6			
Yard BKWTP				166.2	TO-R	5.9 POWERS	813.5			
	Ar. Daily Ex. Sunday		Ar. Daily			(73.1)		Lv. Daily		Lv. Daily Ex. Sunday
	(2.25)		(1.40)			Time over District		(1.25)		(2.59)
	11.92		17.10			Average speed per hour		20.12		6.20

Exceptions: No. 294 is superior to No. 293.

Westward trains are superior to trains of the same class in the opposite direction.

Train Order Office at Eugene Yard for trains originating only.
Second class trains and extras may run ahead of delayed first class trains between Eugene Yard and Transfer without an order to do so.
Trains meeting at Kroll will use East switch.

ADDITIONAL FLAG STOPS

Train	At		Train	At	
All	Capps	M. P. 666.4	All	Hume	M. P. 707.7
All	Cosmos	M. P. 692.7	All	Neper	M. P. 719.9
All	Higdon	M. P. 695.4			
All	School	M. P 744.2	All	Basin	M. P. 783.4
All	Bufo	M. P. 749.0	All	Amifer	M. P. 802.6
All	Neal	M P. 755.8	All	Delfit	M. P. 803.8
All	Helon	M. P. 756.4	All	Carman	M. P. 805.8
All	Butterfield	M. P. 757.3	All		M. P. 809.0
All	Millington	M. P. 770.7	All	Fensler	M. P. 810.3
All	Davis Slough	M. P. 775.0			

PORTLAND SUBDIVISION

EASTWARD												WESTWARD						
Capacity of Sidings in Car Lengths	SECOND CLASS				FIRST CLASS			Distance from San Francisco		Time Table No. 113 July 22, 1928	Distance from Woodburn	FIRST CLASS			SECOND CLASS			
	98	96	214	226	194	190	186					187	191	195	97	217	225	93
	Mixed	Mixed	Mixed	Local Freight	Albany Lebanon Motor	Albany Lebanon Motor	Albany Shelburn Motor					Shelburn Albany Motor	Lebanon Albany Motor	Lebanon Albany Motor	Mixed	Mixed	Local Freight	Mixed
	Leave Tues., Thurs., Sat.	Leave Mon., Wed. & Fri.	Leave Tues., Thurs. & Sat.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed. & Fri.	Arrive Mon., Wed. & Fri.	Arrive Daily Ex. Sunday	Arrive Tues., Thur. & Sat.
Yard WYP	11.45AM							645.0	TO-R	SPRINGFIELD 3.9	92.8				12.30PM			
11	11.57AM							648.9		ARMITAGE (Spur) 3.5	88.9				12.15			
15	12.10PM							652.4		COBURG 7.9	85.4				12.01PM			
10	12.35							660.3		PRICEBORO (Spur) 3.3	77.5				11.17AM			
12	12.46							663.6		ROWLAND 8.4	74.2				11.05			
9 PWT	1.20							672.0	TO	BROWNSVILLE 6.3	65.8				10.30			
14	1.40							678.3		PLAINVIEW 4.1	59.5				9.58			
12	1.52							682.4		LOWSON 2.4	55.4				9.43			
13 YP	1.57	8.59AM	7.35AM		5.24PM	12.29PM	7.24AM	684.8	R	TALLMAN 3.7	53.0	s 10.20AM	s 3.30PM	s 5.55PM	9.30	10.40AM		2.43PM
24 WP	2.22PM	9.10AM	8.00		s 5.35PM	s 12.40PM	s 7.36	688.5	TO-R	LEBANON 4.3	49.3	s 10.10	3.20PM	5.40PM	9.15AM	10.10		2.30PM
14			8.30				f 7.48	692.8		BREWSTER 2.1	45.0	f 9.53				9.35		
15			8.40				f 7.53	694.9		GRIGGS 2.5	42.9	f 9.48				9.17		
12			8.50				s 8.00	697.4		CRABTREE 1.5	40.4	s 9.42				9.00		
11			9.05				f 8.04	698.9		GAINES (Spur) 1.7	38.9	f 9.37				8.50		
7							f 8.08	700.6		GILKEY 2.3	37.2	f 9.32						
17			9.26				s 8.15	702.9	TO	WEST SCIO 1.8	34.9	s 9.26				8.35		
WYP			9.33				s 8.20AM	704.7	TO-R	SHELBURN 2.2 (M. C. Csg.)	33.1	9.20AM				8.25		
16			9.42					706.9		NORTH SANTIAM 1.4	30.9					8.15		
12			9.50					708.3		WEST STAYTON 3.8	29.5					8.00		
8 WP			10.10					712.1		AUMSVILLE 2.9	25.7					7.45		
29			10.25					715.0		SHAW 2.4	22.8					7.25		
16			10.40					717.4		MACLEAY 2.0	20.4					7.10		
YP			10.50AM	8.00AM				719.4	R	GEER 1.9	18.4					7.00AM	2.05PM	
19				8.10				721.3		PRATUM 1.7	16.5						1.55	
10				8.20				723.0		SWITZERLAND (Spur) 4.3	14.8						1.45	
Yard WYP				10.30				727.3	TO	SILVERTON 2.3	10.5						1.15	
11				10.40				729.6		DOWNS (Spur) 1.9	8.2						1.05	
28 P				10.50				731.5	TO	MT. ANGEL 2.2	6.3						12.55	
16				11.00				733.7		McKEE 1.4	4.1						12.45	
4				11.05				735.1		TOWNSEND (Spur) 2.7	2.7						12.40	
Yard WFYP				11.15AM				737.8	TO-R	WOODBURN	0.0						12.30PM	
	Arrive Tues., Thurs. & Sat.	Arrive Mon., Wed. & Fri.	Arrive Tues., Thurs. & Sat.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(92.8)		Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Mon., Wed., Fri.	Leave Daily Ex. Sunday	Leave Tues., Thur., Sat.
	(2.37) 16.62	(0.11) 20.18	(3.15) 10.64	(3.15) 5.66	(0.11) 20.18	(0.11) 20.18	(0.56) 21.32			....................Time over District.................... ....Average speed per hour....................		(1.00) 19.90	(0.10) 22.20	(0.15) 14.80	(3.15) 13.38	(3.40) 9.44	(1.35) 11.62	(0.13) 17.10

Exceptions: No. 186 is superior to No. 187. No. 194 is superior to No. 195. No. 98 is superior to No. 93. No. 96 is superior to Nos. 97 and 217.

ADDITIONAL FLAG STOPS: All trains, Crocus M.P. 665.8, Went M.P. 682.9, Irvinville M.P. 685.5, Calahan 687.9.

	EASTWARD									WESTWARD				
Capacity of Sidings in Car Length	SECOND CLASS		FIRST CLASS			Distance from San Francisco		Time Table No. 113 July 22, 1928	Distance from Albany	FIRST CLASS			SECOND CLASS	
	94	218	196	192	188					185	189	193	213	95
	Mixed	Mixed	Lebanon Albany Motor	Lebanon Albany Motor	Shelburn Albany Motor					Albany Shelburn Motor	Albany Lebanon Motor	Albany Lebanon Motor	Mixed	Mixed
	Leave Tues., Thurs. & Sat.	Leave Mon., Wed. & Fri.	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs. & Sat.	Arrive Mon., Wed. & Fri.
16 YP	2.45PM	10.45AM	5.57PM	3.31PM	10.21AM	697.3	R	TALLMAN 1.9	8.8	s 7.23AM	s 12.28PM	s 5.23PM	7.33AM	8.58AM
14	2.51	10.51	f 6.02	f 3.36	f 10.26	695.4		GOLTRA 1.7	6.9	f 7.17	f 12.22	f 5.17	7.27	8.52
11	2.56	10.57	f 6.06	f 3.40	f 10.30	693.7		FRY 2.2	5.2	f 7.13	f 12.18	f 5.13	7.23	8.48
11	3.03	11.08	f 6.11	f 3.45	f 10.35	691.5		FROMAN 2.0	3.0	f 7.08	f 12.13	f 5.08	7.18	8.43
P	3.10	11.15	6.16	3.50	10.40	689.5 689.9		PAGE 1.0	1.0	7.04	12.09	5.04	7.14	8.39
Yard BKWFYP	3.15PM	11.20AM	s 6.20PM	s 3.55PM	s 10.45AM	690.9	TO-R	ALBANY	0.0	7.00AM	12.05PM	5.00PM	7.10AM	8.35AM
	Arrive Tues., Thurs. & Sat.	Arrive Mon., Wed. & Fri.	Arrive Daily	Arrive Daily	Arrive Daily			(8.8)		Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs. & Sat.	Leave Mon., Wed. & Fri.
	(0.30) 17.60	(0.35) 15.09	(0.23) 22.95	(0.24) 22.00	(0.24) 22.00			..............Time over District.............. ....Average speed per hour..............		(0.23) 22.95	(0.23) 22.95	(0.23) 22.95	(0.23) 22.95	(0.23) 22.95

	EASTWARD						WESTWARD	
Capacity of Sidings in car lengths.	SECOND CLASS		Distance from San Francisco		Time Table No. 113 July 22, 1928	Distance from Geer	SECOND CLASS	
	226	216					215	225
	Local Frt.	Mixed					Mixed	Local Frt.
	Leave Daily Ex. Sunday	Lv. Mon., Wed., Fri.			STATIONS		Ar. Tues., Thurs., Sat.	Ar. Daily Ex. Sunday
Yd. BKWFYP	7.30AM	6.30AM	726.2	TO-R	SALEM 3.6	6.8	11.20AM	2.30PM
25	7.45	6.45	722.6		LACHMUND 3.2	2.3	11.05	2.15
24 YP	7.55AM	6.55AM	719.4	R	GEER	0.0	10.55AM	2.05PM
	Ar. Daily Ex. Sunday	Ar. Mon., Wed., Fri.			(6.8)		Lv. Tues., Thurs., Sat.	Leave Daily Ex. Sunday
	(0.25) 16.32	(0.25) 16.32			...........Time over District............. ....Average speed per hour...........		(0.25) 16.32	(0.25) 16.32

Exceptions: No. 188 is superior to No. 189. No. 192 is superior to No. 193.

ADDITIONAL FLAG STOP: Cranor M. P. 696.4.

Westward trains are superior to trains of the same class in the opposite direction.

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS		FIRST CLASS	Distance from San Francisco	Time Table No. 113 July 22, 1928 STATIONS	Distance from Albany	FIRST CLASS	SECOND CLASS	
	278 Local Freight Lv. Daily Ex. Sunday	264 Local Freight Lv. Daily Ex. Sunday	402 Passenger Leave Daily				401 Passenger Arrive Daily	263 Local Freight Arrive Daily Ex. Sunday	277 Local Freight Ar. Daily Ex. Sunday
Yard BKWFTP		7.00AM	8.00AM	774.3	TO-R YAQUINA	83.4	s 4.35PM	1.30PM	
			f 8.05	772.3	2.0 OYSTERVILLE (No Siding)	81.4	f 4.25		
			f 8.12	769.4	2.9 MOODY (No Siding)	78.5	f 4.16		
3 P				766.6	2.8 ALTREE (Spur)	75.7			
30 P		7.45	s 8.25	765.6	1.0 TO TOLEDO	74.7	s 4.05	12.45	
2			f	762.9	2.7 BURPEE	72.0	f		
			f 8.40	759.3	3.6 STORRS (No Siding)	68.4	f 3.42		
6		8.15	s 8.47	756.5	2.8 ELK CITY (Spur)	65.6	s 3.36	12.05PM	
		8.25	f 8.55	753.8	2.7 MORRISON (No Siding)	62.9	f 3.28	11.50AM	
13 P		8.40	s 9.03	750.6	3.2 CHITWOOD	59.7	s 3.20	11.35	
35		**9.17**	**s 9.17**	745.2	5.4 EDDYVILLE	54.3	s 3.06	11.15	
40		9.50	s 9.32	738.9	6.3 NORTONS	48.0	s 2.51	10.50	
33 WTP		**10.30**	s 9.48	733.7	5.2 TO NASHVILLE	42.8	s 2.38	**10.30**	
36 P		11.00	**s10.05**	728.5	5.2 TO SUMMIT	37.6	s 2.20	**10.05**	
9			f10.12	726.0	2.5 DEVITT	35.1	f 2.12		
12 P		11.25	s10.20	723.2	2.8 BLODGETT	32.3	s 2.05	8.30	
2 W			f10.23	722.0	1.2 ALDER (Spur)	31.1	f 2.01		
10			f10.33	718.4	3.6 HARRIS	27.5	f 1.50		
3				717.2	1.2 RUSSELL (Spur)	26.3			
15 P		11.55AM	s10.40	715.9	1.3 WRENS	25.0	s 1.42	7.50	
6		12.15PM	f10.52	710.3	5.6 NOON (Spur)	19.4	f 1.28		
4				709.4	0.9 FLYNN	18.5			
21 WP		12.30	s10.58	708.5	0.9 TO PHILOMATH	17.6	s 1.24	7.20	
6				706.0	2.5 CONROY	15.1			
Yard BKWFYP	2.15PM	**1.10**	s11.20	703.1	2.9 TO-R CORVALLIS	12.2	s **1.10**	7.00	10.10AM
P	2.20	1.25	s11.25	702.1	1.0 CORVALLIS JCT. (W.S. Crsg.)	11.2	s12.56	6.40	10.05
25 P	2.35	1.50	f11.34	697.1	5.0 GRANGER	6.2	f12.46	6.23	9.50
2			f11.43	692.6	4.5 NORTH ALBANY (Spur)	1.7	f12.37		
				691.5	1.1 O. E. CROSSING	0.6			
Yard BKWFYP	3.00PM	2.15PM	s11.50AM	690.9	0.6 TO-R ALBANY	0.0	12.30PM	6.00AM	9.30AM
	Ar. Daily Ex. Sunday	ArriveDaily Ex. Sunday	Arrive Daily		(83.4)		Leave Daily	Lv. Daily Ex. Sunday	Lv. Daily Ex. Sunday
	(0.45) 16.26	(7.15) 11.50	(3.50) 21.76		Time over District Average speed per hour		(4.05) 20.42	(7.30) 11.12	(0.40) 18.30

See page 14 for additional trains between Corvallis and Corvallis Jct.

EASTWARD — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS			FIRST CLASS	Distance from San Francisco	Time Table No. 113 July 22, 1928 STATIONS	Distance from Willsburg Jct.	FIRST CLASS	SECOND CLASS		
	232 Local Freight Lv. Daily Ex. Sunday	238 Local Freight Lv. Daily Ex. Sunday	234 Local Freight Lv. Daily Ex. Monday	142 Tillamook Portland Passenger Lv. Daily				141 Portland Tillamook Passenger Arrive Daily	231 Local Freight Ar. Daily Ex. Sunday	233 Local Freight Arrive Daily Ex. Sunday	237 Local Freight Arrive Daily Ex. Saturday
P	9.21PM	8.16PM	11.15AM	2.09PM	768.1	WILSONIA (No Siding)	3.2	7.57AM	12.35AM	5.50AM	11.49PM
34 P	9.25	8.20	11.17	2.12	769.0	0.9 MENEFEE	2.3	7.55	12.31	5.46	11.43
5	9.29	8.24	11.29	s2.16	770.1	1.1 MILWAUKIE	1.2	s 7.53	12.27	5.42	11.40
P	9.34PM	8.29PM	11.34AM	2.20PM	771.3	1.2 WILLSBURG JCT.	0.0	7.49AM	12.22AM	5.37AM	11.36PM
	Ar. Daily Ex Sunday	Ar. Daily Ex. Sunday	Ar. Daily Ex. Monday	Ar. Daily		(3.2)		Leave Daily	Lv. Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Saturday
	(0.13) 14.77	(0.13) 14.77	(0.19) 10.10	(0.11) 17.47		Time over District Average speed per hour		(0.08) 24.00	(0.13) 14.47	(0.13) 14.47	(0.13) 14.47

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS		Distance from San Francisco	Time Table No. 113 July 22, 1928 STATIONS	Distance from Albany	SECOND CLASS	
	268 Mixed Lv. Daily Ex. Sunday	266 Mixed Lv. Daily Ex. Sunday				265 Mixed Ar. Daily Ex. Sunday	267 Mixed Ar. Daily Ex. Sunday
			750.0	IDANHA (No Siding)	59.1		
14			746.6	3.4 LARSON	55.7		
28 BKFTP	11.20AM		745.9	0.7 TO-R DETROIT	55.0		3.35PM
	11.30		744.1	1.8 BREITENBUSH (NoSiding)	53.2		3.25
			743.4	0.7 BERRY (No Siding)	52.5		
8	11.50AM		740.8	2.6 HALLS	49.9		3.05
10			740.1	0.7 GRANITE MOUNTAIN	49.2		
12			738.0	2.1 ENDER	47.1		
4 P	12.20PM		733.8	4.2 NIAGARA (Spur)	42.9		2.35
			731.4	2.4 MINTO (No Siding)	40.5		
2			730.3	1.1 SCHROEDER	39.4		
24 P	12.40		729.5	0.8 GATES	38.6		2.15
33 BKWYP	12.55PM	1.15PM	726.6	2.9 TO-R MILL CITY	35.7	9.55AM	2.00PM
5		1.35	722.5	4.1 FOX VALLEY	31.6	9.35	
9			720.2	2.3 FAWN (Spur)	29.3		
17 WP		1.50	719.3	0.9 LYONS	28.4	9.20	
20 Y			718.7	0.6 MILLWOOD	27.8		
4			715.4	3.3 WILLIAMS (Spur)	24.5		
14 P		2.20	710.9	4.5 KINGSTON	20.0	8.50	
WYP		2.45	705.0	5.9 TO-R SHELBURN (W. S. Crsg.)	14.1	8.25	
24		2.55	702.6	2.4 MUNKERS	11.7	8.15	
5		3.05	700.8	2.3 THOMAS (Spur)	9.4	8.05	
5		3.17	697.4	2.9 BUSSARD (Spur)	6.5	7.53	
Yd.BKWFYP		3.45PM	690.9	6.5 TO-R ALBANY	0.0	7.30AM	
	Ar. Daily Ex. Sunday	Ar. Daily Ex. Sunday		59.1		Lv. Daily Ex. Sunday	Lv. Daily Ex. Sunday
	(1.35) 12.18	(2.30) 14.28		Time over District. Average speed per hour		(2.25) 14.77	(1.35) 12.1

Exceptions: No. 268 is superior to No. 267.

ADDITIONAL FLAG STOPS: LEFFLER MP 709.2 LIVESAY MP 728.2

EASTWARD — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS		FIRST CLASS	Distance from San Francisco	Time Table No. 113 July 22, 1928 STATIONS	Distance from Cook	FIRST CLASS	SECOND CLASS	
	238 Local Freight Leave Daily Ex. Sunday	234 Local Freight Leave Daily Ex. Monday	142 Tillamook Portland Passenger Leave Daily				141 Portland Tillamook Passenger Arrive Daily	237 Local Freight Ar. Daily Ex. Sunday	233 Local Freight Ar. Daily Ex. Sunday
50 BKPEI	7.20PM	9.45AM	1.32PM	775.4	TO-R BEAVERTON	7.4	s 8.30AM	12.55AM	6.44AM
P				776.1	0.7 ELECTRIC SHOPS	6.7			
14 E			f	776.4	0.3 REYNOLDS	6.4	f		
5 E		10.00	f 1.37	777.6	1.2 FANNO (Spur)	5.2	f 8.25	12.50	6.37
13 E	7.30	10.10	f 1.39	778.4	0.8 ROBINSON	4.4	f 8.23	12.45	6.34
IP				779.2	0.8 O. E. CROSSING	3.6			
8 E	7.35	10.25	f 1.44	779.9	0.7 TIGARD	2.9	f 8.20	12.40	6.24
WYPE	7.50PM	10.35AM	s 1.50PM	782.8	2.9 R COOK	0.0	8.13AM	12.30AM	6.20AM
	Arrive Daily Ex. Sunday	Ar. Daily Ex. Monday	Ar. Daily		(7.4)		Leave Daily	Lv. Daily Ex. Sunday	Lv. Daily Ex. Sunday
	(0.30) 14.80	(0.50) 8.88	(0.18) 24.67		Time over District Average speed per hour		(0.17) 26.12	(0.25) 17.76	(0.24) 18.50

ADDITIONAL FLAG STOPS: M. P. 781.4.
E. Electrified sidings.

Westward trains are superior to trains of the same class in the opposite direction.

PORTLAND SUBDIVISION

EASTWARD / WESTWARD

Capacity of sidings in car lengths	SECOND CLASS		FIRST CLASS						Time Table No. 113 July 22, 1928		FIRST CLASS				SECOND CLASS	
	238 Local Freight	234 Local Freight	142 Tillamook Portland Passenger	124 West Side Electric	126 Forest Grove Electric	130 Forest Grove Electric	Distance from San Francisco		STATIONS	Distance from Portland	141 Portland Tillamook Passenger	123 West Side Electric	129 Forest Grove Electric	125 Forest Grove Electric	237 Local Freight	233 Local Freight
	Lv. Daily Ex. Sunday	Lv. Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday					Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Ar. Daily Ex. Sunday	Ar. Daily Ex. Sunday
22 YPE		5.15 AM		7.51 AM			738.0	R	ST. JOSEPH	48.4		s 6.33 PM				11.40 AM
95 BKWPE		5.35		s 8.00			742.2	TO	4.2 CARLTON	44.2		s 6.26				11.30
3				f			743.9		1.7 BATAN (Spur)	42.5		f				
20 PE		5.45		s 8.06			745.6		1.7 YAMHILL	40.8		s 6.18				10.55
14 PE		5.55		s 8.12			748.0		2.4 COVE ORCHARD	38.4		s 6.13				10.40
11 PE		6.05		f 8.16			750.7		2.7 WAPATO	35.7		f 6.08				10.30
17 WPE		6.15		s 8.22			753.1	TO	2.4 GASTON	33.3		s 6.04				10.20
31 PE		6.20		s 8.24			753.8		0.7 PATTON	32.6		s 6.01				10.05
20		6.25		f 8.26			754.9		1.1 SEGHERS (Spur)	31.5		f 5.59				10.00
21 PE		6.35		s 8.30			756.9		2.0 DILLEY	29.5		s 5.55				9.50
E		6.40		8.31			757.8		0.9 DETOUR	28.6 27.9		5.53				9.40
10 BKPE				s 8.41	6.45 AM	6.05 AM	758.5 759.0	TO-R	1.2 FOREST GROVE	27.4 27.2		s 5.50	s 6.35 PM	s 7.20 PM		
				f	f	f	760.3		1.3 EDDY (No Siding)	26.1		f	f	f		
PE		7.15		f 8.45	f 6.48	f 6.08	760.1 760.8		0.5 CATCHING	25.6		f 5.40	f 6.30	f 7.14		8.40
28 PE		7.30		s 8.48	s 6.50	s 6.10	761.7		0.9 CORNELIUS	24.7		s 5.38	s 6.28	s 7.12		8.35
				f	f	f	762.7		1.0 KILLGORE (No Siding)	23.7		f	f	f		
3 PE				f 8.51	f 6.53	f 6.13	763.6		0.9 JOBE	22.8		f 5.35	f 6.25	f 7.09		
PE		8.05		8.55	6.55	6.15	764.9		1.3 RANGE	21.5 20.5		5.33	6.23	7.07		8.05
P				s 9.00	f 6.58	f 6.17	765.5		0.6 MAIN STREET (O. E. Crg.)	20.9		s 5.31	s 6.21	s 7.05		
Yard BKWFYPE	6.10 PM	9.00	1.08 PM	s 9.04	s 7.01	s 6.20	765.2 765.8	TO-R	0.3 (T Crg.) HILLSBORO	20.6 20.2	s 9.00 AM	s 5.29	s 6.20	s 7.04	1.40 AM	8.00
PE	6.14	9.17	1.14	9.07	7.04	6.23	765.6 766.6		0.8 (O.E. Crossing) TILLAMOOK JCT.	19.8	8.56	5.22	6.14	6.57	1.35	7.40
7 PE			1.16	f 9.09	f 7.06	f 6.25	767.8	Block Signals	1.2 NEWTON (Spur)	18.6	8.52	f 5.20	f 6.12	f 6.55		
			1.18	f 9.11	f 7.08	f 6.27	768.8		1.0 MATSON (No Siding)	17.6	8.50	f 5.18	f 6.10	f 6.53		
			1.19	f 9.12	f 7.09	f 6.28	769.5		0.7 WITCH HAZEL (No Siding)	16.9	8.48	f 5.17	f 6.09	f 6.52		
33 PE	6.50	9.30	s 1.22	s 9.15	s 7.13	s 6.31	770.9		1.4 REEDVILLE	15.5	s 8.46	s 5.14	s 6.07	s 6.50	1.20	7.13
9 PE			s 1.25	s 9.17	s 7.17	f 6.35	772.4		1.5 ALOHA	14.0	s 8.42	s 5.09	s 6.04	s 6.46		
7 PE			s 1.26	s 9.19	s 7.19	f 6.38	773.0		0.6 HUBER	13.4	s 8.40	s 5.07	s 6.02	s 6.44		
4			1.28	f 9.21	f 7.21	f 6.40	774.1		1.1 ST. MARYS (Spur)	12.3	8.38	f 5.04	f 5.59	s 6.42		
50 BKIPE	7.00 PM	9.44 AM	s 1.30 PM	s 9.26	s 7.25	s 6.45	775.4	TO-R	1.3 BEAVERTON	11.0	8.36 AM	s 5.01	s 5.57	s 6.40	1.05 AM	6.50 AM
2				f 9.31	s 7.30	s 6.49	777.5	Block Signals	2.1 (O. E. Crossing) RALEIGH (Spur)	8.9		f 4.54	s 5.51	s 6.34		
6 PE				f 9.33	f 7.32	f 6.51	778.3		0.8 OLSEN (Spur)	8.1		f 4.52	f 5.49	f 6.32		
6 E				f 9.34	f 7.33	f 6.52	778.8		0.5 SHATTUCK (Spur)	7.6		f 4.51	s 5.48	s 6.31		
				f	f	f	779.4		0.6 WOODROW (No Siding)	7.0		f	f	f		
				f	f	f	780.4		1.0 DOSCH (No Siding)	6.0		f	f	f		
21 PE				s 9.41	s 7.40	s 6.59	780.9		0.5 BERTHA	5.5		s 4.43	s 5.40	s 6.25		
				f	f	f	782.1		1.2 3D & MILES STS. (NoSdg.)	4.3		f	f	f		
13 PE				f 9.49	f 7.48	f 7.06	783.7		1.6 BANCROFT	2.7		f 4.35	f 5.34	f 6.19		
				f	f	f	784.5		0.8 HOOKER ST. (No Siding)	1.9		f	f	f		
				s 9.58	s 7.56	s 7.14	785.3	Double Track	0.8 4TH & JEFFERSON STS.	1.1		f 4.28	s 5.28	f 6.13		
				s 10.03	s 8.02	s 7.19	785.8		0.5 STARK ST. (City Station)	0.6		s 4.25	s 5.25	s 6.10		
				10.04	8.03	7.20 AM	786.0		0.2 ANKENY ST.	0.4		4.23	5.23	6.08		
BKPEI				s 10.10 AM	s 8.10 AM		786.4	TO-R	0.4 PORTLAND	0.0		4.20 PM	5.20 PM	6.05 PM		
	Ar. Daily Ex. Sunday	Ar. Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday			(48.4)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Lv. Daily Ex. Sunday	Lv. Daily Ex. Sunday
	(0.50)	(4.29)	(0.22)	(2.19)	(1.25)	(1.15)			Time over District		(0.24)	(2.13)	(1.15)	(1.15)	(0.35)	(4.50)
	11.52	18.34	25.09	20.89	19.34	21.44			Average speed per hour		23.00	21.83	21.92	21.92	15.76	7.74

Westward trains are superior to trains of the same class in the opposite direction.

See pages 12, and 13 for additional trains between Portland and 4th and Jefferson Sts. Westward trains stop at Flanders, Burnside, Morrison and College Sts., Portland, to receive passengers.
Eastward trains stop at College, Salmon, Morrison, Burnside and Flanders Sts., Portland, to discharge passengers. Westward trains will not receive or discharge passengers at Salmon St., Portland.
ADDITIONAL FLAG STOPS—All trains at Glencullen M. P. 779-9; Hefter M. P. 776.7; Arrow M. P. 776.4; Archer M. P. 773.6; Tobias M. P. 771.6; Ware M. P. 770.1; Hays M. P. 769.1; 10th St. (near City Park), 6th St., and Fir Sts. on Main St. west of 6th St. and North Range and Fir Sts., Hillsboro, 3rd and 5th Sts., and 3rd Ave., Forest Grove; Teffer M. P. 756.2. Nos. 125, 126, 129 and 130 at Cannery Baseline and Range Sts., Hillsboro. No. 141 stop to discharge passengers from east of Beaverton.
No. 142 stop to discharge passengers from Tillamook Line.

E—Electrified sidings.

PORTLAND SUBDIVISION

EASTWARD

Capacity of Sidings in Car Lengths.	SECOND CLASS				FIRST CLASS								Distance from San Francisco		Time Table No. 113 July 22, 1928
	232 Local Freight Leave Daily Ex. Sunday	238 Local Freight Leave Daily Ex. Sunday	270 Mixed Leave Daily Ex. Sunday	234 Local Freight Leave Daily Ex. Monday	360 East Side Electric Leave Daily	352 East Side Electric Leave Daily	142 Tillamook Portland Passenger Leave Daily	354 East Side Electric Leave Daily	306 Cook Electric Leave Daily	124 West Side Electric Leave Daily	304 Cook Electric Leave Daily Ex. Sunday	356 McMinnville Electric Leave Daily Ex. Sunday			STATIONS
16 WYPE	3.45PM		3.35PM		6.09PM	3.14PM		9.11AM					730.7	R	WHITESON 4.2
8BKWFPE	5.00		3.50PM		s 6.20	s 3.25		s 9.23		7.45AM		5.35AM	734.9	TO-R	McMINNVILLE 3.1
YPE	5.20				s 6.25	s 3.31		s 9.29		s 7.50AM		s 5.41	738.0	R	ST. JOSEPH 1.5
19 PE	5.25				f 6.28	s 3.34		s 9.32				f 5.44	739.5	TO	LAFAYETTE 2.6
10 PE	5.35				f 6.33	s 3.38		s 9.36				s 5.49	742.1	TO	DAYTON 4.0
14 PE	5.50				f 6.38	s 3.44		s 9.42				f 5.55	746.1		DUNDEE 2.2
PE	6.00				6.41	3.47		9.45				5.58	748.3		FIRST ST. 0.4 (S. L. Co. Cag.)
PE	6.55				s 6.45	s 3.53		s 9.50				s 6.02	748.5 748.7	TO	NEWBERG 0.6
PE	7.00				6.48	3.56		9.53				6.05	749.1 749.3		MERIDIAN 1.5
15 WPE	7.10				6.51	s 3.59		s 9.56				f 6.08	750.8		SPRINGBROOK 2.2
13 PE	7.25				6.57	s 4.06		s 10.03				f 6.15	753.0		REX 1.3
12 PE	7.30				7.00	f 4.09		f 10.06				f 6.18	754.3		CHEHALEM 0.4
11 E	7.35				7.01	f 4.10		f 10.07				f 6.19	754.7		VOTAW 1.4
7					f 7.03	f 4.13		s 10.10				f 6.22	756.1		MIDDLETON (Spur) 1.5
25 PE	8.15				s 7.06	s 4.18		s 10.15				s 6.27	757.6	TO	SHERWOOD 1.9
5					7.09	f 4.21		f 10.18				f 6.30	759.5		CIPOLE 1.0
7						f		f				f	760.5		HERRMAN (Spur) 1.5
20 PE	8.40				f 7.13	s 4.26		s 10.22				f 6.35	762.0		TUALATIN 0.4
					f	f		f				f	762.4		GALBREATH (No Siding) 1.6
WYPE	9.05	7.55PM		10.50AM	s 7.17	s 4.30	1.55PM	s 10.27	8.15AM		7.35AM	s 6.41	764.0	R	COOK 0.5
51 E	9.07	8.00		10.52	f 7.18	f 4.31	1.56	s 10.28	f 8.16		f 7.36	f 6.42	764.5		BRYANT 0.5
					f	f		f	f		f	f	765.0		LAKE GROVE (No Siding) 0.4
					f	f		f	f		f	f	765.4		GOODIN (No Siding) 2.4
30 BKPE	9.19	8.14		11.10	s 7.25	s 4.39	s 2.06	s 10.36	s 8.27		s 7.45	s 6.52	767.8	TO-R	OSWEGO 0.3
P	9.20PM	8.15PM		11.11AM	f 7.26	4.40	2.08PM	f 10.37	f 8.28		f 7.46	f 6.53	768.1		WILSONIA (No Siding 0.5
W					f	f		f	f		f	f	768.6		BRIARWOOD (No Siding) 0.2
					f 7.27	f 4.42		f 10.39	f 8.30		f 7.48	f 6.55	768.8		ROCK SPUR (No Siding) 0.6
P					f 7.28	f 4.43		f 10.41	f 8.31		f 7.50	f 6.58	769.4		ELK ROCK (No Siding) 0.2
					f	f		f	f		f	f	769.6		RIVERWOOD (No Siding) 0.3
4 PE					f 7.29	f 4.44		f 10.42	f 8.32		f 7.52	f 7.00	769.9	Block Signals	RIVERA 0.2
					f 7.30	f 4.45		f 10.43	f 8.33		f 7.53	f 7.01	770.1		RIVERDALE (No Siding) 0.3
					f 7.31	f 4.46		f 10.44	f 8.34		f 7.54	f 7.02	770.4		EWAHWE (No Siding) 0.9
18 PE					7.33	4.48		f 10.46	f 8.36		f 7.56	f 7.05	771.3		CEMETERY 0.6
					7.34	4.49		f 10.47	f 8.37		f 7.58	f 7.07	771.9		FULTON (No Siding) 0.4
2					7.35	4.50		f 10.48	f 8.38		f 7.59	f 7.08	772.3		SOUTHERN PORTLAND 0.3 (Spur)
2									f		f		772.6		JONES (Spur) 0.5
10 E					7.36	4.52		10.50	f 8.40		f 8.02	f 7.11	773.1		ZIMMERMAN (Spur) 0.2
6					7.37	4.53		10.51	f 8.41		f 8.03	f 7.12	773.3		MULBOX (Spur) 0.8
23 PE					7.38	4.55		10.52	f 8.42		f 8.05	f 7.14	774.1		TURNTABLE 0.7
Yard PE					s 7.41	s 4.57		s 10.56	s 8.44		s 8.11	s 7.16	774.8	TO	JEFFERSON ST. 0.3
					s 7.44	s 5.01		s 10.59	s 8.47		s 8.15	s 7.19	775.1		4TH & JEFFERSON STS. 0.5
					s 7.49	s 5.07		s 11.06	s 8.53		s 8.21	s 7.25	775.6		STARK ST. (City Stn.) 0.2 Double Track
					7.50	5.08		11.07	8.54		8.22	7.26	775.8		ANKENY ST. 0.4
BKPEI					s 7.55PM	s 5.15PM		s 11.15AM	s 9.00AM		s 8.30AM	s 7.30AM	776.2	TO-R	PORTLAND
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(45.5)
	(5.35) 6.70	(0.20) 12.30	(0.15) 16.80	(0.21) 11.76	(1.46) 25.75	(2.01) 22.56	(0.13) 18.92	(2.04) 22.02	(0.45) 16.27	(0.05) 37.20	(0.55) 13.31	(1.55) 21.55			........Time over District ....Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. See page 11 for additional trains between Portland and 4th and Jefferson Sts. All trains stop to discharge passengers at Salmon, Morrison, Burnside and Flanders Sts., Portland. Flag stops No. 354 at Seitters M. P. 734.3, all except No. 360 at Oak Lawn M. P. 741.4, Crawford M. P. 743.4, all trains at Main St., and Pacific College, Newberg, Glad M. P. 755.4, Jean M. P. 763.5, and Links M. P. 766.8. No. 142 will stop at Bryant, Lake Grove and Goodin to detrain passengers from West of Cook. No. 352 will stop at all stations to detrain passengers from West of Cook.

E—Electrified sidings.

PORTLAND SUBDIVISION
WESTWARD

Time Table No. 113

July 22, 1928

		STATIONS	Distance from Portland	303 Cook Electric	305 Cook Electric	141 Portland Tillamook Passenger	351 East Side Electric	359 East Side Electric	123 West Side Electric	353 East Side Electric	355 McMinnville Electric	231 Local Freight	249 Mixed	233 Local Freight	237 Local Freight
				FIRST CLASS								SECOND CLASS			
				Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
R		WHITESON 4.2	45.5				s 9.51AM	s 3.03PM		s 6.56PM		3.15AM	9.00AM		
TO-R		McMINNVILLE 3.1	41.3				s 9.44	s 2.56	s 6.40PM	s 6.50	s 7.30PM	3.05	8.45AM		
R		ST. JOSEPH 1.5	38.2				s 9.34	s 2.48	6.34PM	s 6.44	s 7.23	2.45			
TO		LAFAYETTE 2.6	36.7				s 9.32	s 2.45		s 6.38	s 7.19	2.35			
TO		DAYTON 4.0	34.1				s 9.26	s 2.40		s 6.33	s 7.13	2.25			
		DUNDEE 2.2	30.1				s 9.20	f 2.34		s 6.27	s 7.05	2.15			
		FIRST ST. 0.4 (S. L. Co. Csg.)	27.9 27.7				9.16	2.31		6.23	7.00	2.05			
TO		NEWBERG 0.6	27.5				s 9.14	s 2.29		s 6.21	s 6.58	2.00			
		MERIDIAN 1.5	26.9				9.09	2.26		6.16	6.54	1.50			
		SPRINGBROOK 2.2	25.4				s 9.07	f 2.24		s 6.14	s 6.51	1.45			
		REX 1.3	23.2				s 9.00	f 2.17		s 6.07	f 6.44	1.35			
		OHEHALEM 0.4	21.9				f 8.57	f 2.14		f 6.04	f 6.41	1.30			
		VOTAW 1.4	21.5				f 8.56	2.13		f 6.03	f 6.40	1.25			
		MIDDLETON (Spur) 1.5	20.1				f 8.53	f 2.10		s 6.00	s 6.37				
TO		SHERWOOD 1.9	18.6				s 8.50	s 2.07		s 5.57	s 6.34	1.20			
		CIPOLE 1.0	16.7				f 8.44	f 2.03		f 5.52	f 6.29				
		HERRMAN (Spur) 1.5	15.7				f 8.42	f 2.01		f 5.50	f 6.27				
		TUALATIN 0.4	14.2				s 8.39	f 1.59		s 5.48	s 6.25	1.10			
		GALBREATH (No Siding) 1.6	13.8				f	f		f	f				
R	Block Signals	COOK 0.5	12.2	s 7.25AM	s 7.55AM	s 8.11AM	s 8.36	s 1.55		s 5.44	s 6.21	1.00		6.17AM	12.27AM
		BRYANT 0.5	11.7	f 7.24	f 7.53	f 8.10	f 8.35	f 1.53		s 5.42	f 6.19	12.55		6.15	12.25
		LAKE GROVE (No Siding) 0.4	11.2	f	f	f	f	f		s	f				
		GOODIN (No Siding) 2.4	10.8	f	f	f	f	f		f	f				
TO-R		OSWEGO 0.3	8.4	s 7.17	s 7.45	s 8.02	s 8.27	s 1.45		s 5.34	s 6.10	12.45		6.00	12.05AM
		WILSONIA (No Siding) 0.5	8.1	f 7.15	f 7.42	7.59AM	8.25	1.43		f 5.32	f 6.08	12.40AM		5.55AM	11.50PM
		BRIARWOOD (No Siding) 0.2	7.6	f	f		f	f		f	f				
		ROCK SPUR (No Siding) 0.6	7.4	f 7.13	f 7.41		f 8.24	f 1.41		f 5.31	f 6.05				
		ELK ROCK (No Siding) 0.2	6.8	f 7.10	f 7.40		f 8.23	f 1.40		f 5.30	f 6.03				
		RIVERWOOD (No Siding) 0.3	6.6	f	f		f	f		f	f				
		RIVERA 0.2	6.3	f 7.09	f 7.39		f 8.22	f 1.39		f 5.29	f 6.02				
		RIVERDALE (No Siding) 0.3	6.1	f 7.08	f 7.38		f 8.21	f 1.38		f 5.28	f 6.01				
		EWAHWE (No Siding) 0.9	5.8	f 7.07	f 7.37		f 8.20	f 1.37		f 5.27	f 6.00				
		CEMETERY 0.6	4.9	f 7.05	f 7.35		8.18	1.35		f 5.25	f 5.58				
		FULTON (No Siding) 0.4	4.3	f 7.02	f 7.34		8.17	1.33		f 5.24	5.57				
		SOUTHERN PORTLAND (Spur) 0.3	3.9	f 7.01	f 7.33		8.16	1.32		f 5.23	5.56				
		JONES (Spur) 0.5	3.6	f	f										
		ZIMMERMAN (Spur) 0.2	3.1	f 6.58	f 7.31		8.14	1.30		5.21	5.54				
		MULBOX (Spur) 0.8	2.9	f 6.57	f 7.30		8.13	1.29		f 5.20	f 5.53				
		TURNTABLE 0.7	2.1	f 6.55	f 7.29		8.12	1.27		5.19	5.52				
	Double Track	TO JEFFERSON ST. 0.3	1.4	s 6.52	s 7.28		s 8.11	s 1.26		s 5.18	s 5.51				
		4TH & JEFFERSON STS. 0.5	1.1	f 6.48	f 7.25		f 8.08	f 1.23		f 5.13	f 5.48				
		STARK ST. (City Stn.) 0.2	0.6	s 6.45	s 7.22		s 8.05	s 1.20		s 5.10	s 5.45				
		ANKENY ST. 0.4	0 4	6.43	7.20AM		8.03	1.18		5.08	5.43				
TO-R		PORTLAND	0.0	6.40AM			8.00AM	1.15PM		5.05PM	5.40PM				
		(45.5)		Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Saturday
		Time over District		(0.45)	(0.35)	(0.12)	(1.51)	(1.48)	(0.06)	(1.51)	(1.50)	(2.35)	(0.15)	(0.22)	(0.37)
		Average speed per hour		16.27	20.91	20.50	24.59	25.28	31.00	24.59	22.53	14.48	16.80	11.18	6.65

Westward trains are superior to trains of the same class in the opposite direction.

See page 11 for additional trains between Portland and 4th and Jefferson Sts. Trains stop for passengers at Flanders, Burnside. and Morrison Sts., Portland. Flag stops all trains at Links M. P. 766.8, Jean M. P. 763.5, Glad M. P. 755.4, Pacific College and Main St., Newberg, Nos. 351 and 353 at Crawford M. P. 743.4 and Oak Lawn M. P. 741.4, Nos. 351 and 359 at Seitters M. P. 734.3. Westward trains will not receive or discharge passengers at Salmon St., Portland.

E—Electrified sidings.

EASTWARD — PORTLAND SUBDIVISION — WESTWARD

Capacity of Sidings in car lengths	SECOND CLASS				FIRST CLASS			Distance from San Francisco		Time Table No. 113 July 22, 1928	Distance from Whiteson	FIRST CLASS			SECOND CLASS			
	232 Local Freight	276 Local Freight	272 Mixed	274 Mixed	360 East Side Electric	352 East Side Electric	354 East Side Electric			STATIONS		351 East Side Electric	359 East Side Electric	353 East Side Electric	231 Local Freight	271 Mixed	275 Local Freight	273 Mixed
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Mon. Wed., Fri.	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday	Ar. Tues., Thur., Sat.
P				7.16AM				651.3	R	TRANSFER	79.4							1.44PM
8				7.26				655.9		4.6 MALABON (Spur)	74.8							1.25
28				7.32				658.2		2.3 ALVADORE	72.5							1.15
3				7.40				660.6		1.9 GEORGETOWN (Spur)	70.6							1.10
20				7.50				662.6		2.5 CHESHIRE	68.1							1.00
17				7.55				664.5		1.9 BEAR CREEK	66.2							12.55
15				8.02				666.9		2.4 FERGUSON	63.8							12.45
20			12.30PM	8.49AM				671.7	TO-R	4.8 MONROE	59.0					8.45AM		12.30PM
25 Y			12.35					673.0	R	1.3 ALPINE JCT.	57.7					8.40		
5			12.45					674.8		1.8 BURNETT (Spur)	55.9					8.31		
			12.49					675.9		1.1 BARCLAY (No Siding)	54.8					8.28		
4			12.52					676.8		0.9 BRUCE (Spur)	53.9					8.25		
8			12.54					677.6		0.8 RECKARDS (Spur)	53.1					8.22		
6			1.01					680.2		2.6 BUCHANAN (Spur)	50.5					8.12		
37			1.05					681.3		1.1 GREENBERRY	49.4					8.08		
33			1.20					684.6		3.3 DRY CREEK	46.1					7.58		
50			1.30					686.9		2.3 BURGESS	43.8					7.50		
YardBKWFYP		10.30AM	1.40PM		5.00PM	2.00PM	8.00AM	688.9	TO-R	2.0 CORVALLIS	41.8	s 11.15AM	s 4.15PM	s 8.15PM		7.45AM	1.30PM	
PE		11.10			s 5.04	s 2.04	s 8.04	689.9		1.0 CORVALLIS JCT.	40.8	s 11.10	s 4.10	s 8.10			1.20	
5 E		11.18			f 5.09	f 2.09	f 8.09	693.7		3.8 (Yaquina Csg.) LEWISBURG (Spur)	37.0	f 11.02	f 4.03	f 8.03			1.10	
5 WE		11.24			f 5.13	f 2.13	f 8.13	696.2		2.5 CALLOWAY (Spur)	34.5	f 10.57	f 3.59	f 7.58			1.00	
23 PE		11.30			f 5.17	s 2.17	s 8.17	698.9		2.7 WELLSDALE	31.8	s 10.52	f 3.55	s 7.53			12.50	
23 PE		11.37			f 5.22	s 2.22	s 8.22	702.0		3.1 SUVER	28.7	s 10.47	f 3.51	s 7.48			12.40	
20 PE		11.42AM			f 5.25	f 2.25	f 8.25	704.0		2.0 PARKER	26.7	f 10.43	f 3.48	f 7.44			12.30	
								707.0		3.0 WIGRICH JCT. (Spur)	23.7							
12 PE		12.01PM			s 5.33	s 2.37	s 8.35	709.3	TO	2.3 INDEPENDENCE	21.4	s 10.34	s 3.41	s 7.35			12.01PM	
51 P								710.5		1.2 V. & S. JCT.	20.2	10.28					10.28AM	
YPE	2.05PM	1.00PM			s 5.42	s 2.47	s 8.43	714.3	R	3.8 GERLINGER (F. C. Csg.)	16.4	s 10.23	s 3.33	s 7.25	4.30AM		9.40AM	
22 WEP	2.10				f 5.43	s 2.48	s 8.45	715.0		0.7 DERRY	15.7	s 10.18	f 3.29	s 7.20	4.05			
10 EP	2.20				f 5.48	f 2.53	f 8.50	718.4		3.4 CROWLEY (Spur)	12.3	f 10.13	f 3.24	f 7.15	3.55			
22 PE	2.30				f 5.55	s 3.00	s 8.57	722.8		4.4 McCOY	7.9	s 10.07	f 3.18	s 7.09	3.45			
32 PE	2.45				s 6.03	s 3.09	s 9.06	728.1		5.3 AMITY	2.6	s 9.58	s 3.09	s 7.02	3.30			
16 WYPE	2.55PM				s 6.08PM	s 3.13PM	s 9.10AM	730.7	R	2.6 WHITESON	0.0	9.53AM	3.04PM	6.57PM	3.20AM			
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Fri.	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily			(79.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday	Lv. Tues., Thur., Sat.
	(0.50)	(2.30)	(1.10)	(1.33)	1.08	(1.13)	(1.10)			Time Over District		(1.22)	(1.11)	(1.18)	(1.10)	(1.00)	(3.50)	(1.14)
	19.68	7.25	14.74	13.16	(36.88)	34.36	35.83			Average Speed per hour		30.59	35.32	32.15	14.06	17.20	6.62	16.54

ADDITIONAL FLAG STOPS.—All trains except No. 360; Ledford, M. P. 705.7; Cottle, M. P. 720.8.

See page 10 for additional trains between Corvallis and Corvallis Jct.

EASTWARD — WESTWARD

Capacity of Sidings in car lengths	SECOND CLASS 184 Mixed	Distance from San Francisco		Time Table No. 113 July 22, 1928	Distance from Alpine Jct.	SECOND CLASS 181 Mixed	183 Mixed
	Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
12		678.8		GLENBROOK	5.8		
3		677.2		1.6 MUNSEY (Spur)	4.2		
12	11.00AM	676.2	TO-R	1.0 ALPINE	3.2		10.35AM
8 WP	11.15	675.0	R	1.2 BAILEY JCT. (Spur)	2.0	9.15AM	10.25AM
25 Y	11.30AM	673.0	R	2.0 ALPINE JCT.	0.0	9.05AM	
	Arrive Daily Ex. Sunday			(5.9)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(0.30)			Time Over District		(0.10)	(0.10)
	6.40			Average Speed per hour		12.00	7.20

EASTWARD — WESTWARD

Capacity of Sidings in car lengths	SECOND CLASS 182 Mixed	Distance from San Francisco		Time Table No. 113 July 22, 1928	Distance from Bailey Jct.	SECOND CLASS 181 Mixed
	Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday
	9.45AM	679.9	R	DAWSON (No Siding)	4.9	9.41AM
6		678.1		1.8 CEBU (Spur)	3.1	
5	10.07	677.0		1.1 BELLFOUNTAIN (Spur)	2.0	9.29
8 PW	10.22AM	675.0	R	2.0 BAILEY JCT. (Spur)	0.0	9.20AM
	Arrive Daily Ex. Sunday			(4.9)		Leave Daily Ex. Sunday
	(0.37)			Time Over District		(0.21)
	7.95			Average Speed per hour		14.00

Westward trains are superior to trains of the same class in the opposite direction.

PORTLAND SUBDIVISION

EASTWARD — SECOND CLASS / WESTWARD — SECOND CLASS

Capacity of Sidings in Car Lengths	212 Mixed	232 Local Freight	276 Local Freight	240 Mixed	Distance from San Francisco		Time Table No. 113 July 22, 1928	Distance from Salem	231 Local Freight	239 Mixed	275 Local Freight	211 Mixed
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
25 YWP	12.45PM				746.8	TO-R	BLACK ROCK 3.8	28.6				11.45AM
25 YP	1.00				743.0	TO	FALLS CITY 2.5	24.8				11.20
YP	1.20				740.5		BUMAN (Spur) 0.3	22.3				11.12
2	1.21				740.2		BRIDGEPORT (Spur) 1.0	22.0				11.11
8	1.24				739.2		FERNS (Spur) 0.4	21.0				11.08
14 P	1.25				738.8		GILLIAMS 0.9	20.6				11.07
7	1.28				737.9		TEATS (Spur) 4.0	19.7				11.05
Yard BKWFYP	2.00PM	1.45PM		11.00AM	733.9	TO-R	DALLAS 2.8 (Airlie Csg.)	15.7	5.10AM	7.00AM		10.45AM
				11.10	731.1		BOWERSVILLE (No Siding) 1.4	12.9		6.48		
3				11.15	729.7		NESMITH (Spur) 0.8	11.5	4.50	6.44		
YP		2.00PM	1.20PM	11.18	728.9	R	GERLINGER 0.4 (W. S. Csg.)	10.7	4.45AM	6.42	9.15AM	
37			1.25	11.20	728.5		THIELSEN 1.4	10.3		6.40	9.10	
2			1.30	11.25	727.1		GREENWOOD (Spur) 1.5	8.9		6.36	9.06	
2			1.35	11.30	725.6		McNARY (Spur) 0.9	7.4		6.32	9.02	
6			1.38	11.33	724.7		HOSFORD (Spur) 0.8	6.5		6.29	8.59	
2 PW			1.41	11.36	723.9		EOLA (Spur) 1.3	5.7		6.26	8.56	
13 P			1.50	11.40	722.6		WINONA 2.0	4.4		6.22	8.52	
			1.57	11.48AM	720.6		WEST SALEM (No Siding) 0.4	2.4		6.15	8.45	
12					720.2		PINCKNEY 0.5	2.0				
					719.7		O. E. CROSSING 0.3	1.5				
					719.4		O. E. CROSSING 0.6	1.2				
P			2.10	12.05PM	718.8		LEMROCK 0.6	0.6		6.05	8.35	
Yard BKWFYP			2.15PM	12.15PM	718.2	TO-R	SALEM	0.0		6.00AM	8.30AM	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			28.6		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(1.15) 10.32	(0.15) 20.00	(0.55) 11.67	(1.15) 12.55			Time over District Average speed per hour		(0.25) 12.00	(1.00) 15.70	(0.45) 12.46	(1.00) 13.29

See pages 6 and 7 for additional trains between Lemrock and Salem. Falls City Line trains may run ahead of delayed Main Line First Class trains between Salem and Lemrock without an order to do so.

ADDITIONAL FLAG STOPS.— Lees Farm 736.8; Carey M. P. 742.2.

EASTWARD — SECOND CLASS / WESTWARD — SECOND CLASS

Capacity of sidings in car lengths	270 Mixed	210 Mixed	Distance from San Francisco		Time Table No. 113 July 22, 1928	Distance from Broadmead	209 Mixed	235 Mixed
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
10 T		8.30AM	766.8	R	AIRLIE 1.4	29.1	8.15AM	
20			765.4		CRISP 1.3	27.7		
3		8 39	764.1		SIMPSON (Spur) 0.4	26.4	8.05	
			763.7		V. & S. CROSSING 2.4	26.0		
7		8.49	761.3		LUCKIAMUTE (Spur) 3.8	23.6	7.55	
9		9.05	757.5	TO	MONMOUTH 6.7	19.8	7.40	
			750.8		F. C. CROSSING 0.4	13.1		
Yard BKWFYP		9.30AM	750.4	TO-R	DALLAS 6.0	12.7	7.15AM	
16			744.4		SMITHFIELD 4.5	6.7		
12	1.55PM		739.9	R	PERRYDALE 2.2	2.2		1.50PM
Y	2.05PM		737.7	R	BROADMEAD	0.0		1.40PM
	Arrive Daily Ex. Sunday	Arrive Daily Except Sunday			(29.1)		Leave Daily Except Sunday	Leave Daily Ex. Sunday
	(0.10) 13.20	(1.00) 16.40			Time over District Average speed per hour		(1.00) 16.40	(0.10) 13.20

ADDITIONAL FLAG STOPS.—Road Crossing M. P. 752.4; Superior M. P. 753.9; Road Crossing M. P. 759.5; Putnam M. P. 763.1.

EASTWARD — SECOND CLASS / WESTWARD — SECOND CLASS

Capacity of sidings in car lengths	270 Mixed	250 Mixed	Distance from San Francisco		Time Table No. 113 July 22, 1928	Distance from Whiteson	249 Mixed
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday
Yd.BKWFY		12.30PM	749.3	TO-R	WILLAMINA 3.0	18.7	11.25AM
3			746.3		SHIPLEY (Spur) 1.6	15.7	
21		1.00	744.7	TO	SHERIDAN 2.6	14.1	11.10
2			742.1		WABASH (Spur) 1.6	11.5	
15		1.25	740.5		BALLSTON 1.6	9.9	10.40
6			738.9		TUCKER (Spur) 1.2	8.3	
5 Y	2.15PM	1.35PM	737.7	R	BROADMEAD 2.6	7.1	10.30
4	2.25		735.1		HARRISON (Spur) 0.8	4.5	10.15
22	2.30		734.3		BRIEDWELL 2.3	3.7	10.10
4	2.40		732.0		HOLMES (Spur) 1.4	1.4	10.00
16 WYPE	2.50PM		730.6	R	WHITESON	0.0	9.55AM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(18.7)		Leave Daily Ex. Sunday
	(0.35) 12.17	(1.05) 10.71			Time over District Average speed per hour		(1.30) 12.47

ADDITIONAL FLAG STOPS.—Road Crossing M. P. 736.2.

Westward trains are superior to trains of the same class in the opposite direction.

PORTLAND SUBDIVISION

EASTWARD									WESTWARD			
Capacity of Sidings in car lengths	SECOND CLASS		FIRST CLASS		Distance from San Francisco		Time Table No. 113 July 22, 1928	Distance from Hillsboro	FIRST CLASS		SECOND CLASS	
	238 Local Freight	262 Local Freight	142 Tillamook Portland Passenger	150 Passenger					141 Portland Tillamook Passenger	149 Passenger	237 Local Freight	261 Local Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
Yard BKWFP		8.00AM	9.10AM		833.6	TO-R	WHEELER 0.4	68.6	s 1.15PM			10.30AM
1			s		833.2		HALL ST. (Spur) 2.0	68.2	s			
10 P		8.30	s 9.20		831.2		MOHLER 1.8	66.2	s 1.07			10.15
			f		829.4		FOLEY (No Siding) 1.0	64.4	f			
12		8.40	f 9.29		828.4		KNUDSON (Spur) 1.3	63.4	f 12.58			10.00
			f 9.33		827.1	TO	FOSS 0.4	62.1	f 12.54			
			f		826.7		LYNBROOK (No Siding) 1.6	61.7	f			
59 P		9.38	f 9.38		825.1		BATTERSON 2.6	60.1	f 12.48			9.38
			f		822.5		NEHALEM FALLS (No Siding) 1.4	57.5	f			
			f		821.1		MAPLES (No Siding) 1.3	56.1	f			
25 P		10.20	f 9.52		819.8		RECTOR (Spur) 0.9	54.8	f 12.34			8.50
17 P			f 9.55		818.9		WAKEFIELD 3.2	53.9	f 12.31			
33 TP		10.40	f 10.05'		815.7		SALMONBERRY 2.3	50.7	f 12.22			8.30
15			f 10.12		813.4		BELFORT 1.1	48.4	f 12.15			
20 P			f 10.15		812.3		PRESTON 1.3	47.8	f 12.12			
22 BWTP		11.05	s 10.22		811.0	TO	ENRIGHT 4.0	46.0	s 12.07PM			8.00
11 P		11.53AM	f 10.36		807.0		BELDING 1.9	42.0	f 11.53AM			7.40
17 P		12.10PM	f 10.45		805.1		MAYO 5.1	40.1	f 11.44			7.30
YardBKWFTP		12.45	s 11.13	7.10AM	800.0	TO-R	COCHRAN 1.4	35.0	s 11.25	s 7.25PM		7.00
10		12.55	f 11.18	f 7.15	798.6		RELIANCE 1.8	33.6	f 11.18	f 7.15		6.30
38 P		1.05	f 11.25	f 7.21	796.8		WEDEBURG 2.5	31.8	f 11.08	f 7.09		6.20
23		1.25	s 11.35	f 7.29	794.3		WESTIMBER (Spur) 1.2	29.3	s 10.58	f 6.58		6.05
Yard BKWFTP	3.00PM	1.35PM	s 11.43	s 7.34	793.1	TO-R	TIMBER 0.6	28.1	s 10.53	s 6.53	4.05AM	6.00AM
13 P			f	f	792.5		HULBERT (Spur) 3.3	27.5	f	f		
16			f	f	789.2		WALCOTT (Spur) 0.7	24.2	f	f		
62 P	3.20		s 11.56AM	f 7.46	788.5		STRASSEL 3.6	23.5	s 10.32	f 6.34	3.45	
25 P	3.35		s 12.08PM	s 7.57	784.9	TO	SCOFIELD (Spur) 3.7	19.9	s 10.20	s 6.22	3.30	
23 WYP	3.50		s 12.16	s 8.10	781.2	TO	BUXTON 2.3	16.2	s 10.04	s 6.08	3.15	
20			s 12.25	f 8.15	778.9		MANNING (Spur) 0.6	13.9	s 9.57	f 6.02		
4			f	f	778.3		CARSTENS (Spur) 0.9	13.3	f	f		
			f	f	777.4		THORNBURG (No Siding) 0.9	12.4	f	f		
2			f 12.31	f 8.21	776.5		DAVIES (Spur) 1.8	11.5	f 9.49	f 5.56		
34 P	4.15		s 12.35	s 8.27	774.7	TO	BANKS 0.9	9.7	s 9.43	s 5.52	2.55	
45				f	773.8		WILKESBORO (Spur) 1.3	8.8		f		
9	4.25		s 12.41	f 8.33	772.5		ROY (Spur) 2.3	7.5	s 9.36	f 5.46	2.40	
23	4.35		f 12.46	f 8.40	770.2		SCHEFFLIN 1.1	5.2	f 9.31	f 5.40	2.35	
1	4.40		f 12.48	f 8.43	769.1		BAGLEY (Spur) 2.7	4.1	f 9.28	f 5.37	2.30	
48					766.4		MAHAN 0.9	1.4				
21 P			s 12.55	s 8.53	765.5		MAIN STREET (W S Cg) 0.1	0.5	s 9.20	s 5.31		
					765.4		O. E. CROSSING 0.4	0.4				
YardBKWFYP	5.05PM		s 1.00PM	s 9.05AM	765.0	TO-R	HILLSBORO	0.0	9.15AM	5.20PM	2.20AM	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			(68.6)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(2.05) 13.44	(5.35) 7.25	(3.50) 17.90	(1.55) 18.26			Time over District Average speed per hour		(4.00) 17.15	(2.05) 16.80	(1.45) 16.06	(4.30) 9.00

Westward trains are superior to trains of the same class in the opposite direction

Additional Flag Stops, Nos. 149 and 150; Lowick, M. P. 767.8; M. P. 773.5; Wirfs, M. P. 783.3; Fashion, M. P. 787.2—All M. P. 791.6; Nos. 141 and 142, M. P. 804.6; Ripple, M. P. 809.4; Stonehill M. P. 826.1; Foley, M. P. 829.4.

EASTWARD						WESTWARD		
Capacity of Sidings in car lengths	SECOND CLASS	FIRST CLASS	Distance from San Francisco		Time Table No. 113 July 22, 1928	Distance from Hillsboro	FIRST CLASS	SECOND CLASS
	262 Local Freight	142 Tillamook Portland Passenger					141 Portland Tillamook Passenger	261 Local Freight
	Leave Daily Ex. Sunday	Leave Daily			STATIONS		Arrive Daily	Arrive Daily Ex. Sunday
YardBKWFYP	5.30AM	7.55AM	855.8	TO-R	TILLAMOOK 2.5	90.8	s 2.30PM	2.00PM
15		f	853.3		JUNO (Spur) 1.9	88.3	f	
12	5.45	f 8.05	851.4		IDAVILLE 1.5	86.4	f 2.19	1.30
12	5.55	s 8.12	849.9	TO	BAY CITY (Spur) 2.0	84.9	s 2.15	1.10
		f	847.9		HOBSONVILLE (No Siding) 1.5	82.9	f	
20	6.15	f 8.22	846.4		MIAMI 0.7	81.4	f 2.03	12.40
19	6.20	s 8.26	845.7	TO	GARIBALDI 1.9	80.7	s 2.00	12.35
12 W	6.25	s 8.31	843.8		BARVIEW 1.4	78.8	s 1.55	12.20
		f	842.4		WATSECO (No Sdg.) 0.6	77.4	f	
2		f 8.36	841.8		TWIN ROCKS (Spur) 0.6	76.8	f 1.49	
		f	841.2		SALTAIR (No Siding) 0.5	76.2	f	
2	6.45	s 8.43	840.7	TO	ROCKAWAY (Spur) 0.7	75.7	s 1.45	12.05PM
11	6.50	f 8.46	840.0		LAKE LYTLE 0.7	75.0	f 1.39	11.50AM
1		s	839.3		MANHATTAN BEACH (Spur) 0.7	74.3	s	
		f	838.6		HADDON (No Siding) 1.5	73.6	f	
26	7.00	f 8.55	837.1		JETTY 0.6	72.1	f 1.30	11.30
26 P	7.15	s 8.58	836.5		BRIGHTON 2.9	71.5	s 1.28	11.25
Yard BKWFP	7.40AM	s 9.05AM	833.6	TO-R	WHEELER	68.6	1.20PM	11.00AM
	Arrive Daily Ex. Sunday	Arrive Daily			(22.2)		Leave Daily	Leave Daily Ex. Sunday
	(2.10) 10.24	(1.10) 19.03			Time over District Average Speed per Hour		(1.10) 19.03	(3.00) 7.40

Additional Flag Stops, M. P. 845.2.

EASTWARD						WESTWARD		
Capacity of Sidings in car lengths.	SECOND CLASS		Distance from San Francisco		Time Table No. 113 July 22, 1928	Distance from Canby	SECOND CLASS	
		56 Mixed					55 Mixed	
		Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday	
Yard BKWF		9.00AM	757.6	TO-R	MOLALLA 3.0	10.8	2.55PM	
12		9.10	754.6		LIBERAL 0.1	7.8	2.40	
			754.5		W V. S. CROSSING 2.3	7.7		
27		9.20	752.2		RAMES 0.9	5.4	2.25	
4			751.3		SCOTT (Spur) 1.7	4.5		
8		9.35	749.6		KRAFT (Spur) 2.8	2.8	2.15	
46		9.50AM	746.8	TO-R	CANBY	0.0	2.05PM	
		Arrive Daily Ex. Sunday			10.8		Leave Daily Ex. Sunday	
		(0.50) 12.96			Time over District Average speed per hour		(0.50) 12.96	

SPECIAL INSTRUCTIONS. ☛ "SAFETY FIRST"

THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES:

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Supervisor of Time Service, 65 Market St., San Francisco

Ashland	Chas. A. White	Reedsport	S. Davidson
Grants Pass	Bert Barnes	Marshfield	H. S. Tower
Roseburg	A. Salzman	Coquille	V. R. Wilson
Eugene	J. A. Hoffman	Powers	A. E. Case
Eugene	Seth Laraway	Springfield	D. W. Roof
Albany	F. M. French & Son	Hillsboro	J. L. Anderson
Salem	Pomeroy & Keene	McMinnville	Dielschneider Bros.
Woodburn	E. E. Piper	Corvallis	R. G. Warren
Canby	J. A. Fosmark	Dallas	W. C. Retzer
E. Portland, Weatherly Bldg.	W. L. Young	Tillamook	R. W. Bennett
Portland, 245 Wash. St.	Belding & Saxton		

Where standard clock is maintained in Roundhouse, Enginemen will compare watches with said clock, registering time of comparison under caption "Title," "Engineers' Register of Departure."

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining track.

RULE 14 (L). Page 17, Book of Rules and Regulations of Transportation Department is modified to provide one long, two short, and one long blast,—— o o ——, of steam whistle for grade crossing signal.

RULE 14 (M). At crossings within the city limits of Albany, Portland, Newberg and Hillsboro, it will not be necessary to give one long sound of whistle approaching crossing. Within the city limits of Albany, Portland and Newberg, not necessary to give two long sounds of whistle when stop is made before passing over crossing, but give two long sounds before passing over O. E. crossing at Hillsboro.

Enginemen are cautioned against the unnecessary use of steam whistle between Willsburg Junction and Brooklyn. Eastward freight trains will discontinue whistling approaching Brooklyn station.

RULE 14. ——o Movement via Siskiyou Line at Springfield Jct.
o——o—— call carmen.

RULE 72. When a section of double track is being used as single track under Form *D*-S, westward trains are superior to trains of the same class in the opposite direction.

RULE 83 (A). At the following stations, only the trains indicated will register:

Eugene; Trains originating and terminating.

Eugene Yard; trains originating and terminating and Portland Subdivision first-class trains.

Springfield; All, except Nos. 15, 16, 17, 221 and 222.

Geer; All except Nos. 225 and 226.

Woodburn; Nos. 225 and 226, and trains originating and terminating.

Transfer; All, except Nos. 291 and 292.

Mill Spur; C. B. L. Co. trains.

Forest Grove; Eastward first-class originating and all westward first-class.

Three train registers will be maintained at Eugene and Eugene Yard—one for Eugene Subdivision, one for Portland Subdivision and one for Marshfield Subdivision.

Registration of Eugene Subdivision first-class trains and second-class trains originating and terminating at Eugene will be transmitted by telephone by the operator at Eugene to the operator at Eugene Yard, who will enter same on Eugene Subdivision register only, and same may be accepted as applying at Eugene.

Registration of Marshfield Subdivision first-class trains and second-class trains originating and terminating at Eugene will be transmitted by telephone by the operator at Eugene to the operator at Eugene Yard, who will enter same on Marshfield Subdivision register only, and same may be accepted as applying at Eugene.

Registration of No. 141 at Hillsboro will be transmitted by telephone by operator at Steam Station to operator at Electric Station, Hillsboro, who will enter same on train register and same may be accepted as applying at Steam Station.

Operators will be held responsible for proper transmission and entry, and the entry must be verified by the receiving operator, repeating registration to the sending operator.

RULE 83 (B). At open telegraph offices trains may register by ticket as follows:
Cascade Summit; First-class trains.
Oakridge; First-class trains.
Springfield; No. 18.
Springfield Jct; All trains.
Eugene Yard; First-class trains, and operator will enter on Portland Subdivision register only.
Brooklyn; All, except trains originating and terminating.

RULE 83 (C). Extra trains will register at:

Grants Pass
Glendale
Albany
Salem
Tallman
Shelburn
St. Joseph
Cook
Gerlinger
Alpine Jct.
Broadmead
Dallas
Timber
Wheeler

RULE 83 (D). Trains must obtain a clearance card before leaving:

Medford
Grants Pass
Glendale
Oakridge
Eugene (Except trains originating and terminating at Eugene Yard.)
Hillsboro Electric Station (Except between 7 p.m. and 8 a.m.)
Albany
Salem
Marshfield
Mill City
Newberg Electric Station
Corvallis
Alpine
Dallas

If the date of a clearance card is incorrect trains will not stop for another clearance card.

If the date is omitted trains will stop for a new clearance card, reporting to the chief train dispatcher.

When the head end of a train misses Form 19 train orders and clearance card the operator will not make delivery to the rear end but will make every effort to stop the train.

In case either end of a train misses the orders or clearance card, the operator will notify the dispatcher and make telegraphic report to the chief train dispatcher.

Trains going to West Side Line at Transfer must obtain clearance cards from train dispatchers at Marshfield and Portland before leaving Eugene or Eugene Yard.

RULE S-83 (E). In column captioned "Handled on Trip" of register the number of the extra's running order must be written for identification purposes. Trains may check the register against extras at these points and proceed if such extra appears on the register with the number of its running order corresponding with the number of its running order as designated by the order in possession of the restricted train.

EXAMPLES OF ORDERS AS THEY WILL BE ISSUED UNDER ABOVE INSTRUCTIONS

ORDER No. 115

Extra 25 West running on order No. 109 has right over No. 234 Brooklyn to Cook.

ORDER No. 120

Eng. 25 run Extra Brooklyn to McMinnville via Newberg has right over No. 234 or Extra 26 East Brooklyn to Cook.

ORDER No. 130

Eng. 50 run Extra Willamina to Whiteson and meet Extra 35 West running on Order No. 127 at Broadmead.

ORDER No. 150

Eng. 2500 run Extra Salem to Woodburn via Geer. Extra 2133 West running on Order No. 140 has right over Extra 2500 East Woodburn to Geer and wait at Silverton until five-five 505 pm for Extra 2500 East.

ORDER No. 175

Eng. 2133 run Extra Silverton to Lyons and return to Woodburn. Extra 2205 West running on Order No. 170 has right over Extra 2133 East Shelburn to Lyons.

ORDER No. 200

Eng. 2174 run Extra Willamina to Dallas and has right over No. 249 Willamina to Broadmead.

RULE 91. Will not apply to movement of trains between East Morrison Street Sheridan Street, Jefferson Street and Portland.

RULE 93. Yards are established at the following stations:

ASHLAND
MEDFORD
(Medford yard limits extend to yard sign West of Kane.)
GRANTS PASS
GLENDALE
WEST FORK
ROSEBURG
DRAIN
COTTAGE GROVE
(Cottage Grove yard limits extend to yard sign west of Monett.)
EUGENE
(Eugene yard limits extend to yard signs west of University Spur, Eugene, east of Eugene Yard, east of Transfer, and east of Danebo.)
CRESCENT LAKE
CASCADE SUMMIT
SPRINGFIELD
(Springfield yard limits extend to Springfield Junction, and to yard signs west of Mohawk Junction.)
WENDLING
OAKRIDGE
ALBANY
(Albany yard limits extend to yard sign west of Page.)
SALEM
(Salem yard limits extend to yard signs east of Fair Grounds, west of Pringle, and west of West Salem.)
WOODBURN
(Woodburn yard limits extend to yard sign west of Poplar.)
CANBY
PORTLAND
(Portland yard limits extend to yard signs west of Willsburg Junction, Hooker St. and Jefferson St.)
SILVERTON
GEER
SHELBURN
LEBANON
(Lebanon yard limits extend to yard sign west of Calahan.)
TALLMAN
REEDSPORT
MARSHFIELD
(Marshfield yard limits extend to yard signs east of Mill Spur, and west of North Bend.)
OVERLAND
COQUILLE
(Coquille yard limits extend to yard sign west of Cunningham.)
MYRTLE POINT
WARNER
GAYLORD
(Gaylord yard limits extend to yard sign, 500 feet west of Carman.)
POWERS
(Powers yard limits extend to yard sign, 300 feet west of M. P. 812.)
TOLEDO
(Toledo yard limits extend to yard sign west of Altree.)
YAQUINA
MILL CITY
DETROIT
(Detroit yard limits extend to yard sign west of Larson.)
OSWEGO
(Oswego yard limits extend to yard signs east of Wilsonia, and 57 feet west of west switch Menefee.)
COOK
(Cook yard limits extend to yard signs east of Bryant, west of Jean, and west of west wye switch on Tigard Line.)
BEAVERTON
(Beaverton yard limits extend to yard sign east of Reynolds.)
HILLSBORO
(Hillsboro yard limits extend to yard signs east of Tillamook Junction, west of Range, and west of Mahan.)
FOREST GROVE
ST. JOSEPH
McMINNVILLE
WHITESON
GERLINGER
(Gerlinger yard limits extend to yard sign east of Thielsen, and east of Derry.)
INDEPENDENCE
(Independence yard limits extend to yard sign east of V. & S. Jct.)
CORVALLIS
(Corvallis yard limits extend to yard signs east of Corvallis Junction, and west of Burgess.)
MONROE
(Monroe yard limits extend to yard sign east of Alpine Junction, west of Bailey Jct. on Alpine line and west of Bailey Jct. on Bellfountain line.)
GLENBROOK
(Glenbrook yard limits extend to yard sign east of Alpine.)
DAWSON
(Dawson yard limits extend to stop sign west of Dawson.)
BROADMEAD
DALLAS
AIRLIE
WILLAMINA
BLACK ROCK
BUXTON
TIMBER
(Timber yard limits extend to yard sign east of Hulbert).
COCHRAN
ENRIGHT
WHEELER
GARIBALDI
(Garibaldi yard limits extend to yard sign west of Miami.)
TILLAMOOK
MOLALLA

RULE 98. THE NORMAL POSITION OF SWITCHES AT JUNCTIONS WILL BE AS FOLLOWS:

Mohawk Jct.	For Cascade Line.
Oswego	For Newberg Line.
Cook	For Newberg Line.
Beaverton	For West Side Line.
Tillamook Jct. Range	For Hillsboro City Station.
St. Joseph	For Newberg Line
Whiteson	For West Side Line.
Alpine Jct.	For West Side Line.
Transfer	For Marshfield Sub-Division.
Bailey Jct.	For Bellfountain Line.
Broadmead	For Willamina Line.
Dallas	For Salem Line.

Ashland—First sections of trains 11, 12, and 14 will use main track at Ashland; Train 11 is superior to trains 12 and 14 within Ashland yard limits. Rule 93 governs, but eastward trains must clear the arriving time of opposing trains.

First and following sections of No. 13 also second and following sections of trains 11, 12 and 14 must use siding, which is first track parallel to main track and be governed by rules 93 and 98-A.

Eastward freight trains will use No. 1 track and when necessary double over to No. 3 track.

Westward freight trains will use No. 4 track and when necessary double to No. 2 track.

During the hours no yard engine is on duty both freight and passenger trainmen will be required to head their trains in and out of Ashland yard, also set out or pick up any cars for their train and handle their engines to and from roundhouse, leaving all main track switches lined for main track. All switches leading off siding must be left locked and lined for siding.

First class trains approaching passenger station Ashland will do so with caution when track next to main track is occupied by passenger train expecting to find main track fouled by baggage or express trucks.

Roseburg—Trains entering Roseburg yard when yard engine is not on duty, passenger trains taking siding to meet trains will use track No. 5, entering switch for eastward trains just east of block signal No. 5724, for westward trains just west of block signal No. 5729.

Eastward freight trains entering yard will use track No. 1. Westward freight trains will use scale track.

Trains holding main track must stop clear of switch used by train to be met in entering track No. 5.

When yard engine is not on duty trainmen will be required to pick up and set out cars, handle engines to and from roundhouse and handle switches.

Switches, when not in use, will be left lined and locked for main track.

Crescent Lake—First sections Nos. 7, 15 and 17 will use main track at Crescent Lake. Trains 7, 15 and 17 are superior to trains Nos. 8, 16 and 18 within Crescent Lake yard limits. Rule 93 governs, but eastward trains must clear the arriving time of opposing trains.

First sections of trains Nos. 8, 16 and 18 and second and following sections of trains Nos. 7, 8, 15, 16, 17 and 18 must take siding and be governed by Rules 93 and 98-A. All first class trains taking siding at Crescent Lake will use passenger siding located next to station on north side of main track.

Eugene Siding extends from Block Signals 6472-6473 to Block Signals 6476-6477.

Eugene Yard Siding extends from Block Signals 6476-6477 to Block Signals 6490-6491.

Marshfield Subdivision main track ends at Eugene Yard at switch connecting with Eugene Yard Siding at Block Signals 6482-6483 Eugene Yard Siding connecting with Eugene Siding extends to Eugene parallel with main track and is track nearest to Eugene passenger station. Marshfield Subdivision trains must use these sidings between Eugene Yard and Eugene. Other trains must not use these sidings when such use will interfere with the movement of Marshfield Subdivision first-class trains. Switch at junction Marshfield Subdivision main track and Eugene Yard siding must be left set and locked for Marshfield Subdivision.

Eastward trains, except first-class, from Eugene Subdivision will use Eugene Siding and Eugene Yard Siding between Eugene and Eugene Yard. Eugene Subdivision westward trains originating at Eugene Yard will use main track per Rule No. 93, unless otherwise directed in making moves between Eugene Yard and Eugene.

Page Siding extends from Block Signals 6896-6897 to Block Signals 6902-6903.

Albany Siding extends from Block Signals 6902-6903 to Block Signals 6910-6911.

When eastward first class trains are to take siding at Albany to meet other trains they will take siding at crossover switch just east of Block Signals 6906-6907.

Tallman Line main track ends at clearance point west of west switch Page. Tallman Line trains must use Page siding and Albany siding between Page and Albany, other trains must not use Page siding and Albany siding when such use will interfere with the movement of Tallman Line first class trains.

Yaquina Line main track ends at switch at east end of curve connecting with track parallel with main line in east end of Albany yard which is track nearest the passenger station. Trains must not use this track when it will interfere with the movement of Yaquina Line trains.

Geer Line at Salem ends at Signboard near passenger station.

When eastward trains are to take siding at Salem to meet other trains. they will take siding at crossover switch just east of Block Signals 7178-7179.

Canby siding extends from Block Signals 7464-7465 to Block Signals 7468-7469. Flander siding extends from Block Signals 7468-7469 to Block Signals 7478-7479. Molalla Line ends at Flander at west wye switch connecting with the siding which extends to Canby. West wye switch must be left set and locked for the siding. Second class and extra trains using Flander siding and the east end of Canby siding will arrange so that Molalla Line trains, which use Flander siding and Canby siding between Flander and Canby, are not delayed in moving to and from Canby station.

Geer Line at Geer ends at first wye switch which must be left set and locked for east leg of wye.

Junction switch Woodburn-Springfield Line with west leg of wye Geer must be left set and locked for west leg of wye.

Junction switch Woodburn-Springfield Line with east leg of wye Geer must be left set and locked for east leg of wye.

East wye switches at Tallman will be set and locked for movements between Albany and Lebanon.

West wye switch Tallman will be left set and locked for movement via Tallman Line.

At Larson, junction switch for Hammond Lumber Company spur, leading off main track will be lined and locked for their spur, this acting as a derail. Main track between this junction switch and west yard limit sign will be used as an interchange track. Trains and engines using this track must move with caution expecting to find track occupied by cars.

The track between Meridian, Newberg Passenger Station and First Street is the main track and will be used by electric passenger trains only. The track between Meridian, Newberg Freight Station and First Street is a siding and will be used by steam trains and must be kept clear.

Switch on Fourth Street at Fourth and Jefferson Streets, Portland, is a spring switch and will be left as used.

Junction switch east of freight station at Hillsboro must be left set and locked for movement via Tillamook Line.

The track via Hillsboro Electric Station between Tillamook Junction and Range, will be the main track for the Beaverton-Forest Grove Line, and only electric passenger trains are permitted to use it. All steam trains via Beaverton-Forest Grove Line must use the Tillamook Line main track and freight yard tracks between Tillamook Junction and Range.

West Wye switch in Hillsboro freight yard at Range will be left set and locked for movement via Tillamook Line, and East Storage switch will be left set and locked for storage track to serve as a derailer to protect electric main track.

The track between Catching, Forest Grove and Detour is the main track and will be used by electric trains only. The track between Catching, Carnation and Detour is a siding and will be used by steam trains and must be kept clear.

Switches at Corvallis and Corvallis Jct. must be left set and locked for movement between Wellsdale and Philomath via Sixth Street line. The Ninth Street track between Corvallis Jct. and connection with Yaquina Line west of freight station, Corvallis, is a siding and must be kept clear of cars. Unless otherwise directed, all Yaquina line freight and work trains will use the Ninth Street track between Corvallis Junction and Corvallis Yard.

West wye switch Broadmead connecting with Airlie Line will be left set and locked for movement via Willamina Line.

At Dallas west wye switch connecting with Airlie Line will be left set and locked for the wye, Airlie Line main track between this switch and junction switch at water tank 1000 ft. east will be used as a storage track. Trains to and from Airlie will move through west leg of wye connecting with Falls City Line.

At Dallas, all Falls City Line trains use Airlie Line main track between junction switch and passenger station.

At stations where yard limit boards are maintained and the view is in any manner obstructed, trains must not be backed out of siding or adverse movements made without providing the same protection required at points where yard limit boards are not maintained. Passenger trains will comply fully with Rule 99 within yard limits, the same as at points where yard limits are not maintained.

Rule 99 will ordinarily be regarded as observed in the protection of the rear end of first class trains standing at station platforms at Medford, Roseberg, Albany, Salem and Marshfield when flagman takes position 30 feet to the rear of the train, providing no following first class schedule of the same direction, or section thereof, is due by timetable. If stop is longer than usual, or weather is obscured by fog or storm, or other circumstances make it necessary to increase the distance to insure safety, flagman must go back a sufficient distance to insure full protection.

To avoid any misunderstanding, when a flagman is recalled if a train is seen or heard approaching, the single torpedo will not be removed, the flagman will remain and flag the approaching train. The calling in of a flagman by whistle signal does not relieve flagman of responsibility of properly protecting his train in case a train is seen or heard approaching, nor is he relieved from responsibility in case train does not start immediately on his return.

In order to avoid possibility of injuring pedestrians trainmen will not place torpedoes close to street crossings when protecting inside city limits.

RULE 209. When necessary to make new copies of a train order, Operator, after repeating new copy to Train Dispatcher, must sign his name on new copies instead of name of operator whose name appears on copy previously made.

RULE 221. That portion reading: "Train-order office hours will be shown in the time-table" is canceled.

When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office. If light out train must stop and ascertain whether office is closed and be governed by the rules.

RULE 887. Westward freight trains may take water at Carter, McCredie Springs, Wicopee and Cruzatte without cutting off engines.

Road engine will spot without detaching from train. When this has been accomplished, engineer on road engine will make a 15-pound brake pipe reduction. When such reduction is noted by engineers of helper engines in rear of train, both helper engines will cut off and back up to water spout. Engineer of lead helper engine will indicate to brakeman when to cut off. After cutting helper engines off, brakeman must secure rear portion of train ahead of helpers with sufficient hand brakes to hold train. Helper engines after taking water must return to train and couple up immediately. If any work found necessary on engines or train, it must be done after helpers are recoupled to train. Engineer on road engine, when helpers are detached, must note carefully brake pipe pressure. When pressure leaks below 55 pounds, he must immediately recharge brake pipe.

Freight trains may take water at Salem without cutting off engines.

AUTOMATIC BLOCK SYSTEM

Between signal bridge west of train order office, Brooklyn, and Clay St., trains stopped by block signals 7666, 7672, 7678, 7686, 7693, 7687, 7679 and 7673 will wait one minute and may then proceed with caution not exceeding 6 miles per hour, to next clear distant or home block signal. Flagman need not precede train.

Salem—Signal 7182 governs movements out of siding to main line when both switches are lined for that purpose. Signals 7184 and 7185 are for main line movements only. Switch for T. Kay Woolen Mill will be normally lined for spur.

When a Milwaukie Line train is stopped by signal 7657 and opposing train is standing on main track clear of junction switch at Willsburg Junction, it may proceed immediately with caution, not exceeding 6 miles per hour to junction switch, providing track is seen to be clear to that switch.

Normal indication of home block signal at Willsburg Junction on Milwaukie line is stop. If signal does not clear after switch is lined for diverging route be governed by Rule 509.

Eastward main line trains holding meet or waiting for opposing trains to enter Milwaukie Line at Willsburg Junction will stop West of block signal 7646 west of Willsburg Junction. Eastward trains occupying main track at East Milwaukie to be met will stop west of sign reading "Overlap," located left side of track 500 feet west of east switch.

When trains leave continuously block signalled track, a fusee will be left near the last signal, when it is possible a train is following less than ten minutes.

Automatic block signals between Jefferson Street and Jean, between Sheridan Street, Portland, and Beaverton, and between Matson and Newton give light indications only.

Station protect sets are located at Rogue River, Dole, Dillard. Tunnel protect sets—Tunnels No. 13, 15, 16 and 19, Marshfield sub-division.

INTERLOCKING

SPRINGFIELD JCT.—Interlocking limits extend from Signal 6447, east of junction switch, and Signals 6208 on Cascade Line and 6446 on Siskiyou Line. These signals are semi-automatic. Interlocking rules will apply. Top arm of Signal 6447 will govern route to Cascade Line, lower arm to Siskiyou Line.

WILLAMETTE VALLEY SOUTHERN CROSSING just east of Oregon City.
CLAY STREET.
WILLAMETTE RIVER BRIDGE between East Portland and Portland.
NORTHERN PACIFIC TERMINAL COMPANY YARD, Portland.
WILLAMETTE RIVER BRIDGE between Albany and North Albany.
SIUSLAW RIVER BRIDGE, just east of Cushman.
UMPQUA RIVER BRIDGE, between Gardiner and Reedsport.
COOS BAY BRIDGE, between Coos and North Bend.
OREGON ELECTRIC CROSSING, between Tigard and Robinson.
OREGON ELECTRIC CROSSING, just east of Beaverton.
WILLAMETTE RIVER BRIDGE, between Salem and Pinckney.

Railroad Crossings at Grade not interlocked.

Eugene Yard and Seneca	O. E. Crossing
G. H. Chaney Logging R. R.	Marshfield Line
Shelburn	Mill City Line
Corvallis Jct	West Side Line
North Albany and Albany	O. E. Crossing
Front Street, Portland	O. E. Crossing
Main Street and Range	O. E. Crossing
Hillsboro and Tillamook Jct	O. E. Crossing
Gerlinger	Falls City Line
Dallas	Airlie Line
Pinckney and Lemrock	O. E. Crossing M.P. 719.7
Pinckney and Lemrock	O. E. Crossing M.P. 719.4
Hillsboro and Main Street	O. E. Crossing
Main Street	West Side Line
Rames and Liberal	W. V. S. Crossing

at which trains will stop before crossing and be governed by Rule 14 (M). When trains stop on crossings not protected by interlocking signals the opposite line must be protected per Rule 99.

At W. V. S. railroad crossing just east of Oregon City the normal position of the signals and derailers governing the Interlocking Plant are proceed and derailers closed for Southern Pacific trains. When these signals are at "Stop," the Conductor or person in charge of the train must send two flagmen ahead in order to pass signals, and after careful inspection, when it is known there is no one in the Interlocking station to operate the plant, and that the signals are at stop and derailers governing the movement of W. V. S. trains are set to derail, and that derailers on either side of the crossing governing Southern Pacific trains are closed and route known to be clear for Southern Pacific trains, flagman will give "proceed" signal.

At Hawthorne Ave., Portland, trains will accept signals from signalman in tower to move through interlocking plant.

When semi-automatic signal 7693 is in stop position trains will not proceed without receiving signal from signalman in tower.

Interlocking plant Willamette River Bridge between East Portland and Portland is governed by O. W. R. R. & N. rules, which Rules are identical with S. P. Rules. United Railway tracks cross both main tracks at the center of Front street between Willamette River Bridge and Union Station, Portland. Movements over United Railway tracks are protected by connection with interlocking signals governing movement over O.-W. R. R. & N. main tracks.

The following whistle signals will be used for movements through interlocking plant:

To Portland, 1 long: ———.
To Albina, 1 long, 1 short: ——— o.
To Graham (Sullivan Gulch Line), 2 long: ——— ———.
To S. P. Main Line, 1 short, 1 long: o ———.
To East Second St., 2 short, 1 long: o o ———.
To S. P. Yard, 1 short, 1 long, 1 short: o ——— o.
To Transfer Track, 1 long, 1 short, 1 long: ——— o ———.

STAFF SYSTEM

Train Staff System governs movements of trains between Corvallis Junction and Corvallis, over Sixth Street only.

A train must not pass into a block without a staff in its possession, except in case of failure of staff apparatus. If unable to remove staff within 5 minutes flagman will precede train through block. Train will wait 5 minutes, then follow flagman with caution not exceeding 6 miles per hour. Staff must not be removed from instrument until train is ready to proceed.

Second-class and extra trains must secure permission from train dispatcher if possible before removing staff at Corvallis Junction.

The above instructions do not modify Rule 83(D).

TRAIN AND AIR INSPECTION

1. When necessary for eastward freight trains to use automatic air between Glendale and West Fork, they must stop at West Fork, make 20 pound brake pipe reduction, with sufficient excess pressure, before attempting to release.

Standing air brake test will be made one minute before passenger trains leave Union Station, Portland, as follows: Air inspector will attach gauge to rear end of train and give four blasts of air signal from rear car. Enginemen will make full service application. Inspector will note fall of pipe pressure and then signal engineman to release by four blasts of air signal. If pressure comes up on brake pipe on rear end to the standard carried, conductor will be advised that train is ready to proceed. Passenger trains leaving Portland will not make running test until after crossing Willamette River Bridge. Rear brakeman of westward passenger trains making running test after crossing Willamette River Bridge, Portland, per Rule 16, Rules and Regulations Governing Care and Operation of Air Brake and Air Signal Apparatus, must signal enginemen by use of signal whistle.

When passing over Willamette River Bridge, Portland, a trainman will remain at rear of train in position to apply emergency brake if necessary.

In order to prevent accumulation of moisture and water in brake pipes of freight trains, following instructions will govern, from Nov. 15th to March 15th, these to supplement regulations for care and operation of air brakes and air signal apparatus:

Before coupling locomotive to train, brake pipe must be blown out at angle cock on end of locomotive next to train, by opening angle cock fully. During the blowing out, Engineer must put brake valve handle in release position.

Freight trains, before leaving Grants Pass, Roseburg, Crescent Lake and Cochran, eastward, and before leaving Drain, Glendale, Summit and Cochran, westward, will blow out brake pipe of forward portion of train by uncoupling air hose between first and second cars of train and open angle cock fully on head end of second car and rear end of first car.

Emergency hose must be applied to all eastward freight trains operating between Crescent Lake and Oakridge at the most accessible place between the eighth and fifteenth cars from head end.

Whenever cars are set out enroute, brake pipe must be blown out from the head end of cars set out and angle cock left open.

In addition to running tests that are made upon leaving initial, inspection stations, or at any point where air hose has been separated, to comply with Rule 875 and Air Brake Rule 16, running tests must be made as follows:

Before descending grades east and west of Dimmick, Tunnel 9, Tunnel 8, east of Rice Hill, west of Divide and east of Cascade Summit.

Eastward passenger trains will make running test for Dimmick, leaving Grants Pass; for Tunnel 9, at home signal east of Hugo; for Tunnel 8, through Wolf Creek.

Westward passenger trains will make running test for Tunnel 8, leaving Glendale, for Tunnel 9, through Leland, east of station; for Dimmick, through Merlin.

One mile east and west of W. V. S. crossing east of Oregon City.

Eastward passenger trains before passing Clay Street.

Marshfield Subdivision—One mile east and west of O. E. crossing; one mile east and west of Siuslaw River Bridge, Cushman; Umpqua River Bridge at Reedsport; Coos Bay Bridge between Coos and North Bend, Coalbank Slough at Marshfield and G. H. Chaney Logging Ry. Crossing.

Yaquina Line—One mile east and west of Willamette River Bridge, Albany, east and west of Corvallis Junction.

Mill City and Woodburn-Springfield Lines, one mile east and west of Shelburn.

Newberg Line—East and west of Rex.

Tigard Line—One mile east and west of O. E. crossing.

West Side Line—Eastward trains at Bertha, east and west of O. E. crossing, Beaverton, east and west of Hillsboro, east and west of Gerlinger and east and west of Corvallis Junction.

Airlie Line—One mile east and west of V. & S. crossing, one mile east and west of Falls City Line crossing.

Falls City Line—One mile east and west Willamette River Bridge, Salem, one mile east and west of Gerlinger, one mile east and west of Airlie Line crossing, Dallas.

Tillamook Line—Eastward trains before descending grade east of Tunnel 25.

Molalla Line—One mile east and west of W. V. S. crossing.

This rule will not apply to freight trains.

2. Immediately after starting on initial trip each day, running test of hand brakes must be made on both front and rear end of McKeen motor cars.

3. Rear end test prescribed by Air Brake Rule 17 must be made on eastward freight trains at Cascade Summit, eastward trains at Bertha, and all trains at Cochran.

This test must not be used for giving a proceed signal.

4. Freight and work trains passing Cochran must be given a retainer test by car inspectors when on duty and by trainmen when car inspectors are not on duty. Trains must not leave Cochran with more than one retainer in ten inoperative. On westward trains, consisting of 75 per cent or more empties, retainers on all loads and each alternate empty will be used between Cochran and Belding. On all westward freight trains retainers will be turned down at Belding except on every third car, which will be left up Belding to Enright, but all retainers may be used if needed.

Eastward trains handling logs will stop west Portal Tunnel 25, MP 789.6, turn up retainers and inspect cars of logs before entering tunnel.

5. When helper engine is in train, after rear end test has been made, the leading engine must not attempt to start until the helper engine has whistled off. The helper engine must not whistle off until receiving a signal from rear, which will not be given before the air pressure on caboose gauge indicates 70 pounds.

6. When air hose has been separated and pressure in rear of train has leaked below 70 pounds, as indicated on caboose gauge, before starting train, signal must be given from rear end. In order to carry out these instructions, a trainman must be stationed so as to observe caboose gauge.

7. Air brakes on two adjoining cars must not be cut out leaving any station where cars can be separated.

8. The following points are designated for inspection of freight trains: Grants Pass, Glendale, Drain, Buxton, Timber, Cochran, Enright and Summit. Westward freight trains will stop at Hugo and Belding, and eastward freight trains at Cruzatte, Fields, McCredie Springs and Timber, to permit cooling and inspection, as per Air Brake Rule 50.

9. Freight cars must not be handled EAST of WEST switch at Bertha except when coupled to locomotive and air brakes operative. All freight train switching at Bertha must be done at WEST switch and on siding and spur, and all cars not coupled to locomotive with air brakes operative must be under protection of derail in siding at all times. After switching is completed, air hose must be coupled and rear end test made as per Air Brake Rule 17 before switch is set for main track.

USE OF RETAINERS

10. All available retainers on passenger and freight trains must be used between the following named points:

Westward:		Eastward:
Divide to Comstock.	Freight Trains	Dimmick to Merlin.
Rice Hill to foot of grade.		Tunnel 9 to Leland.
Tunnel 8 to Wolf Creek.		Tunnel 8 to Glendale.
Tunnel 9 to Merlin.		Rice Hill to foot of grade. (Freight Trains)
Dimmick to Grants Pass.		Cascade Summit to Oakridge. (Pass. Trains)
Summit to Nashville.		Bertha to Morrison Street, Portland, on steam equipment.
Cochran to Belding.		Black Rock to Falls City.
		Cochran to Timber.
		Tunnel 25 to Buxton.

Eastward freight trains, Cascade Summit to Oakridge, consisting of:
All loads: Turn up retainers on one-third of train on head end; alternate retainers back to equal 50 per cent of train.
All Empties: One-third of retainers on head end.
Loads and Empties: Loads on head end: All retainers on loads and alternate retainers on empties to equal 50 per cent of train.
Loads and Empties Mixed: One-third of retainers on head end; alternate retainers to equal 50 per cent of train.
If enginemen considers it necessary, additional retainers will be turned up or down.

11. Tare tonnage of any passenger train or gross tonnage of any freight train must not exceed the following number of M's per operative brake between the stations shown:

	Number of M's	
	Passenger	Freight
Grants Pass and Glendale	150	115
Oakland and Yoncalla	150	125
Comstock and Divide	150	125
Cascade Summit and Oakridge	150	125
Summit and Nashville	150	115
Black Rock and Falls City	150	100
Buxton and Timber	150	120
Timber and Belding	135	100

MISCELLANEOUS

30. Portland Union Station.—Trainmen and Enginemen are subject to the rules and regulations of the Northern Pacific Terminal Co. while in their yard.

31. Extreme care must be used in measuring oil in locomotive tanks with metal measuring stick. when in electric zone, to avoid contact with trolley wire.

32. At Salem, Falls City Line trains use main track between Lemrock and Salem. Such trains must call operator Salem on telephone from Lemrock and obtain permission to proceed to Salem. Operator Salem when permitting this move must hold all opposing trains until the train arrives.

33. Between 6:00 p. m. and 7:00 a. m. trains using Salem-Geer Line main track at Salem, will move expecting to find track occupied by cars and yard engines.

SPECIAL INSTRUCTIONS—Continued.

34. Between 9:00 a. m. and 6:00 p. m. cars may be left on main track at Bailey Junction. Trains approaching Bailey Junction must move with caution expecting to find main track occupied.

35. Cars may be left on main track between Dallas passenger station and east yard limit sign on the Dallas-Broadmead line. Trains using this track must move with caution expecting to find main track occupied.

36. Employes must make every possible effort to avoid fires during the dry season, be on the lookout for fires and report them promptly. Trainmen must particularly watch for fires from rear end of train.

37. When cars are left on grades not protected with derailers they must be chained to rail.

38. Trains switching at Oakridge must have locomotive on East end of cars being switched, except when switching on siding where moves are protected by derail.

39. When necessary to leave cars on siding at Cochran they must be placed 200 feet west of west cross-over switch.

40. Car limit on descending grades between Westimber and Belding 50 cars with 1 Consolidation or 2 small 2900 Class Engines on point, 35 cars with 1 2900 Class Engine on point. 60 cars Westimber to Buxton with Consolidation or large 2900 Class Engine on point.

41. Dead engines in trains will be handled on head end not more than 8 or 10 cars from road engine, except on Tillamook line dead logging engines will be handled at least five cars ahead of caboose.

42. It is not permissible to handle K. & J. cars in mixed trains.

43. Following will govern location of engines in trains operated between Eugene and Ashland:

2-Engine Train—1 on point—1 back in train.
3-Engine Train—1 on point—2 back in train.
4-Engine Train—2 on point—2 back in train.
5-Engine Train—2 on point—3 back in train.

All helpers cut back in train must be behind 75 per cent of tonnage of train.

When consolidation engines are used as helpers on westward trains to be cut out at Rice Hill, they should be placed on point ahead of road engines.

F-1 Class engines used as road engines should be placed on point and all helpers back in train except on Cascade line.

Helper engines should be cut in at Oakridge behind 48 cars, but in all cases ahead of all wooden underframe cars. In the event train consists of only 48 cars or less, helper engines should be cut in ahead of 6 cars, including caboose, and ahead of all wooden frame cars.

44. At railroad crossing with the Willamette Valley Southern Railway east of Liberal, between sunset and sunrise, and during the day when the view is impaired due to fog or any other condition, flagmen must be sent in each direction a sufficient distance on the Willamette Valley Southern Railway line to insure full protection of the movement over the crossing.

46. Two or more engines coupled must not operate over truss bridges between Geer and Coburg or over South Santiam Bridge between Buzzard and Thomas.

47. Running switches of cars loaded with piling and livestock must not be made. Such cars must not be cut off while in motion. Neither may cars be kicked or dropped in on tracks against cars loaded with piling or livestock.

48. In making up trains main line movement, consisting of loads and empties, a sufficient number of empties must be placed on head end of train when construction of cars will permit in order to equalize braking power. Wood frame cars must in all cases be placed behind loads in rear of train. This will not apply to branch line freight trains, to locals of less than 40 cars or to trains picking up and setting out at stations between Brooklyn and Eugene.

49. Approaching tunnels by day, when within 300 feet, headlights must be displayed and continued while passing through tunnel.

Markers must be kept burning on both eastward and westward trains between Lawler and Cascade Summit.

50. The following tracks will be considered sidings:

Cascade Summit { East siding (Lake Side).
West siding (Station Side, right-hand track going west).
Oakridge—Track No. 1—Passenger Trains.
Track No. 2—Eastward freight trains.
Track No. 3—Westward freight trains.
Junction City—Track No. 1.
Brooklyn—Track "A."
Reedsport—New Track, opposite Passenger Station.
Johnson—Siding on hill on east side of track.
Myrtle Point—House Track.
Oswego—Track opposite station between west switch and crossover to main track.
McMinnville—Track on west side main track opposite passenger station.
Whiteson—Electrified Siding, opposite Station.
Burgess—Track east of station signboard.
Cochran—Long track between east switch and crossover to main track west of station.
Bay City—Mill spur.

51. Pulp siding is private track and must not be used for meeting trains between 8 a. m. and 5 p. m. on week days.

52. At Wilkesboro, S. P. & S. log trains operate on overhead crossing of Southern Pacific tracks. Southern Pacific trains will stop before passing under the S. P. & S. track while log trains are passing on overhead crossing in either direction.

53. Pacific Spruce Company has permission to move their engine between their sawmill and their logging road within yard limits at Toledo. Keep a sharp lookout for this engine.

54. Use caution from end of long trestle to new sawmill on down-town track at Tillamook. Engines must not run on high-line trestle spur.

55. Small 2900 class engines will be permitted to operate to a point 1000 feet west of west switch at Perrydale.

56. Single wire line between Marshfield and Myrtle Point is telegraphone line and all concerned are cautioned not to use the high voltage line on opposite side of track.

57. Wye track at Newberg cannot be used.

58. Siding at Preston must not be used by passenger trains.

59. Engines equipped with snow plows are not permitted to operate on Westfir Mill loading tracks.

60. Engines over 200,000 lbs. on drivers will not operate over tracks listed below:

MEDFORD
(Union Oil Spur)
(Valley Fuel Track)
(Big Pines Spur)
(Sgobol & Day Spur)
(Clark-Henry Track)
(Crossover leading to Clark-Henry Track)
(House Track)
GRANTS PASS
(Grants Pass Lumber Co. Track)
(Moon Spur)
(Empire Spur)
GRANITE PIT
(All tracks at Granite Pit)
GLENDALE
(Tracks 4 and 5)
(Oil Spur)
(Mill Spur)
WEST FORK
(Oil Spur)
GREEN
(House Track)
DOLE
(House Track)
ROSEBURG
(Rip Track)
(Kenny Spur)
SUTHERLIN
(Stock Yard Track)
OAKLAND
(House Track)
ISADORA
(Spur Track)
YONCALLA
(Paving Plant Spur)
KREWSON
(Spur Track)
DEADY
(Spur Track)
VEATCH
(Spur Track)
LATHAM
(Yard Track)
(Chambers Spur)
GOSHEN
(House Track)
EUGENE
(Jennings Spur)
(House Track)
(Woolen Mill Spur)
(Gas Spur)
SPRINGFIELD
Woodburn-Springfield Wye
Booth-Kelly Tracks
High Line Log Spur
Flour Mill Spur

Engines weighing over 122,000 lbs. on drivers must not operate over gravel dumping pit just west of stock corral Myrtle Point, siding at Cedar Point, Johnson track Coquille, and over crossover between high-line and track No. 4 and the high-line track in Marshfield yards.

61. All switching movements must be protected by flagman on Ray Maling Cannery track, over Base Line Street, Hillsboro, over 9th Street, just east of passenger station, Albany, and over all crossings where view is obstructed.

ELECTRIC LINES

70. Between hours of 6 a. m. and 6 p. m., no regular scheduled electric train must exceed 3 cars in congested area, Portland, or be so operated as to stand across any street, or be stopped so as to unreasonably obstruct any street crossing.

Eastward trains consisting of 4 or more cars will be cut at Jefferson Street Station and Sheridan Street, Portland. Trains of 4 cars cut between first and second cars; trains of 5 cars cut between second and third cars; trains of 6 or more cars cut between third and fourth cars.

Pantographs of electric cars must be spaced at least one car length apart; that is, the No. 2 end of one motor must not be coupled to No. 2 end of another motor car, except between Jefferson Street and Union Station, Portland, it will be permissible to raise pantographs when No. 2 end of one motor car is coupled to No. 2 end of another motor car.

71. Practice of switching or handling electric passenger cars with freight cars coupled between engine and electric cars must be discontinued, and trainmen are cautioned to be careful in making couplings in order to avoid damaging the brake pipes and rigging of electric cars.

72. When eastward trains run in two parts from Sheridan Street, Portland, and Jefferson Street, enginemen of rear part will uncouple train and move back sufficient distance to know they have control. Enginemen of rear part of westward trains (that run in two parts to Sheridan Street, Portland), will make coupling, slack back to see if coupling is properly made, apply air brakes, cutout brake valve and remain in car until air brakes have been tested as per Air Brake Rule 17.

74. In setting out electric cars at different points in electric zone, trainmen must see that seven and ten point jumpers are left with cars.

75 Electric engines must be used to move freight cars between Carnation (via Detour) and city freight house at Forest Grove.

76. Passengers must not be permitted to pass between electric cars while train is in motion

77. Eastward electric trains running in excess of 35 miles per hour will shut off power and allow train to drift from M. P. 766 to Oswego Substation in order to avoid flash over of substation generators caused by regeneration of power by motors on equipment.

78. Eastward trains must stop before fouling the junction switch at Fourth and Jefferson Streets, Portland.

79. Trains must stop before crossing Caruthers Street, Portland, Oregon Electric tracks, Hillsboro; Spalding Logging Co. track, Newberg, and electric tracks on Jefferson St. and Fourth St., Portland, except that train may cross electric tracks at First and Second Streets, Portland, with caution without stopping.

When view of engineman is obstructed by weather conditions, or otherwise, a flagman must precede train over crossing.

Crossing bell at Weber's Tannery just east of Cemetery is inoperative for eastward trains pulling out of Cemetery siding. Approach crossing carefully sounding crossing warning signal. (14-L.)

80. Trainmen will remove markers from left side of trains handling steam equipment and from electric trains if necessary when meeting trains with steam equipment in moving over double track, Fourth Street, Portland.

81. Enginemen operating electric trains will assume and maintain a standing position while runnning trains east of Jefferson Street and east of Hooker Street, Portland.

82. When overhead is taken down or is defective, a white flag and, in addition, a white light by night will be placed on or opposite nearest trolley pole each side thereof, to indicate the location. A yellow flag and, in addition, yellow light by night will be placed on or opposite trolley pole one-fourth mile each side thereof. Train dispatchers will protect defective overhead with train order indicating approximate location.

83. Superintendent, Assistant Superintendents, Trainmasters, Chief Train Dispatchers and Road Foremen of Engines only will be permitted to ride head end of electric trains without head end permits signed by Superintendent.

84. Fire signals at Washington and Morrison Streets, Portland, indicate when an alarm has been turned in and that fire apparatus may be expected to pass at any moment. These signals must be respected. Enginemen must watch for and respect signals from traffic officers at Washington and Morrison Streets.

DERAILERS IN MAIN TRACK

Clearance point Main track Wendling line at Mohawk Jct.
120 ft. west of West Siding Switch main track at Detroit.
Clearance point main track Milwaukie line at Willsburg Jct.
Clearance point main track Milwaukie line at Wilsonia.
Clearance point main track Tigard line at Beaverton.
160 ft. east of Junction switch main track west Side Line at St. Joseph.
Clearance point main track west side line at Transfer.
Clearance point main track Alpine line at Bailey Jct.
375 feet east of east switch, Glenbrook.
100 feet east of Dawson.
West of Willamina (two derailers).
500 feet east of siding at Black Rock.

Derail installed on Mill Spur, Cochran, 50 feet east of Lift Bridge. See that this derail is set to derail before using this track and handle no cars west of derail.

LOCATION OF WATER TANKS BETWEEN STATIONS

Main Line:
M. P. 536.2
Marshfield Subdivision:
M. P. 780.8
Mill City Line:
M. P. 738.9
Yaquina Line:
M. P. 762.3
M. P. 750.2
West Side Line:
M. P. 661.8
M. P. 673.9
Tillamook Line:
M. P. 803.3
M. P. 818.5
M. P. 827.7

COMMERCIAL TRACKS NOT OTHERWISE SHOWN ON TIME TABLE

All tracks are connected at both ends unless otherwise specified.

Ashland Sub-Division:

Rosenberg Bros. M.P.439.6—4 cars (spur)
Von Der Hellen Gravel Pit. .M. P. 453.4—44 cars (spur)

Eugene Sub-Division

Cascade Line:

Davis-Weber Lumber Co. . . . . .M. P. 579.2—8 cars (spur)
Quarry Spur. . . .M. P. 554—3 cars (spur)

Wendling Line

Bally. . . . . .M. P. 658.0—9 cars

Portland Sub-Division

Main Line

Virgil. . . . . .M. P. 664.4—9 cars (spur)
Hawley Pulp and Paper Co. . . . . .East M. P. 752—27 cars
Haskell. . . . . .M. P. 761.0—7 cars

Woodburn-Springfield Line:

Chestnut. . . . .M. P. 650.5—3 cars (spur)
Wilkins. . . . . .M. P. 656.5—6 cars (spur)
Twin Buttes . M. P. 667.6—3 cars (spur)
R. L. Stanwood M. P. 671.0—5 cars
Linn. . . . . .M. P. 674.3—3 cars (spur)
Irvinville. . . .M. P. 685.5—11 cars
Calahan. . . . .M. P. 687.9—30 cars (spur)
Balm. . . . . . . .M. P. 696.5—10 cars (spur)
Shaff. . . . . . . .M. P. 709.9—4 cars
Baron. . . . . . .M. P. 732.6—10 cars (spur)

Tigard Line:

Wash. Co., paving plant. . .M. P. 782—7 cars

West Side Line:

F. R. & S. A. Johnson . . . . .M.P.774.5—3 cars (spur)
Carnation. . . . . .M. P. 758.5—28 cars

Falls City Line:

Brophy. . . . . . . .M. P. 724.4—2 cars (spur)
Dutch Creek . . . . .M. P. 743.8—8 cars

Airlie Line:

Polk. . . . . .M. P. 747.2—9 cars
Winch. . . . . .M. P. 737.2—7 cars (spur)

Tillamook Line:

Wilkesboro Brick and Tile Co. . . . . . .M. P. 773.5—3 cars (spur)
C. H Wheeler Logging Co. . . . . .M. P. 804.6—32 cars
Ripple. . . . . .M. P. 809.4—11 cars

Marshfield Sub-Division

Capps. . . . . . .M. P. 666.4—4 cars
H. L. Bergman. . . . . .M. P. 684.2—14 Cars (spur)
Higdon. . . . . .M. P. 695.4—2 cars
Helon. . . . . . . .M. P. 756.4—4 cars
McCormac. . .M. P. 770.5—13 cars
Davis Slough.M. P. 774.7—42 cars
Baisen. . . . . . .M. P. 783.4—20 cars (spur)
Amifer. . . . . . .M. P. 802.6—10 cars (spur)
Byerle. . . . . . .M. P. 808.8—4 cars (spur)

SPEED RESTRICTIONS

Speed of passenger trains must not exceed 50 miles per hour, except between Hito and Eugene, a maximum speed of 60 miles per hour will be permitted if not otherwise restricted. Speed of freight and mixed trains must not exceed 35 miles per hour, except between Hito and Eugene a maximum speed of 40 miles per hour will be permitted if not otherwise restricted.

Trains must not exceed the speed in miles per hour shown below:

Page	Between	Passenger	Freight	Engines Running Backward
2	Ashland—Central Point	45	30	20
2	Central Point—M. P. 451	40	25	15
2	M. P. 451—Grants Pass	50	35	20
2	Grants Pass—Glendale	35	20	15
2	Glendale—Reuben	45	20	20
2	Reuben—M. P. 539.4	28	20	15
2	M. P. 539.4—Roseburg	50	35	15
3	Roseburg—Comstock	50	30	15
3	Comstock—Divide	28	20	15
3-4-5	Divide—Eugene	50	30	20
4-5	Crescent Lake—Cascade Summit	40	30	20
4-5	Cascade Summit—Heather	28	20	15
4-5	Heather—Oakridge	30	25	15
4-5	Oakridge—Springfield Junction	40	30	20
5	Mohawk Junction—Wendling	25	18	12
6-7	Eugene—Hito	60	40	20
6-7	Hito—Portland	50	35	15
8	Eugene—Noti	45	30	15
8	Noti—Marshfield	35	25	15
8	Marshfield—Myrtle Point	30	18	10
8	Myrtle Point—Powers	25	18	15
9	Woodburn—Geer	25	25	15
9	Geer—Balm	30	20	15
9	Balm—Lebanon	35	20	15
9	Lebanon—Springfield	30	25	15
9	Page—Tallman	30	25	20
9	Salem—Geer	35	25	15
10	Albany—Philomath	35	20	18
10	Philomath—Yaquina	30	18	10
10	Albany—Gates	25	18	15
10	Gates—Idanha	20	15	12
10	Willsburg Junction—Wilsonia	40	30	20
10	Cook—Beaverton	40	30	20
11	Portland—St. Joseph	50	30	20
12-13	Jefferson Street—Oswego	50	20	15
12-13	Oswego—Middleton	50	30	15
12-13	Middleton—Springbrook	25	15	10
12-13	Springbrook—Corvallis	50	30	20
14	Corvallis—Transfer	40	30	20
14	Alpine Junction—Glenbrook	20	15	10
14	Bailey Junction—Dawson	20	15	10
15	Whiteson—Smithfield	25	18	15
15	Smithfield—Dallas	25	18	10
15	Dallas—Airlie	25	18	15
15	Broadmead—Willamina	25	18	15
15	Salem—Dallas	35	20	15
15	Dallas—Falls City	30	18	12
15	Falls City—Black Rock	20	15	10
16	Hillsboro—Banks	45	30	20
16	Banks—Buxton	35	20	15
16	Buxton—Timber	25	15	10
16	Timber—Enright	20	15	10
16	Enright—Wheeler	25	18	10
16	Wheeler—Tillamook	35	20	12
16	Canby—Molalla	30	20	20

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS

	Miles per hour		Miles per hour
Talent	15	Portland	10
Medford	16	North Bend	25
Central Point—5 a. m. to 10 p. m.	20	Marshfield	15
Rogue River	20	Lebanon	12
Roseburg	15	Brownsville	10
Yoncalla	15	Philomath	12
Cottage Grove	15	Milwaukie	12
Creswell	12	Oswego	10
Eugene	15	LaFayette	15
Junction City	20	Beaverton	8
Harrisburg	20	Hillsboro	15
Halsey	15	Cornelius	12
Albany	12	Forest Grove	15
Jefferson	20	Gaston	15
Turner—6 a. m. to 8 p. m.	18	Carlton	10
Salem	10	McMinnville	12
Gervais—6 a. m. to 9 p. m.	25	Amity	10
Woodburn	10	Independence	12
Hubbard	25	Corvallis	10
Aurora—5 a. m. to 10 p. m. Westward	25	Monroe	15
Eastward	20	Monmouth	12
Oregon City	15	Dallas	12

Maximum speed of F-1-3-4-5-SP.-1-2-3 type Locomotives 45 miles per hour.

Electric Locomotives 40 miles per hour.

Mallet Engines 25 miles per hour.

Engines with tenders of less than 9000 gallons capacity 50 miles per hour.

Electric locomotives will not exceed 6 miles per hour on curves at Union Station and at end of double track at Ankeny and Jefferson Streets, Portland.

Speed limit for light engines, or engines running with caboose only:

	Miles Per Hour
Yard and other engines with pilots removed	20
Mallet M.C.-2-4-6	20
Engines with drivers 50 inches diameter or less	30
F-1-3-4-5-SP.-1-2-3 and Consolidation type	35
Other engines	40

Light engines must not exceed 25 miles per hour between Corvallis and Transfer.

Engines operated coupled tender to tender must not exceed speed permitted engines running backwards.

On curves of 7 to 10 degrees, trains must not exceed 28 miles per hour: 10 to 12 degrees 20 miles per hour: 12 degrees and over 15 miles per hour.

Trains handling steam relief outfit must not exceed 25 miles per hour on main line between Ashland and Portland, Crescent Lake and Eugene, and 18 miles per hour on other lines.

Trains handling logs must not exceed 12 miles per hour over truss bridges, around curves of over 6 degrees, and passing through stations and tunnels.

Trains must run with caution when descending grades, approaching bluffs or other points where slides are liable to occur.

Trains must not exceed 12 miles per hour passing through sidings on Main line and 10 miles per hour through sidings on other lines.

F-1-3-4-5-SP.-1-2-3 type engines must not exceed 6 miles per hour backing through cross-overs and switches.

Following will govern the speed when handling locomotives with main rods or side rods removed:

When main rod only is removed.......30 M. P. H.
When side rods only are removed.......30 M. P. H.
When both main and side rods are removed....20 M. P. H.

ASHLAND SUBDIVISION

Trains must not exceed 10 miles per hour over crossing Main Street, Medford.

EUGENE SUBDIVISION

Trains will not exceed 15 miles per hour entering or leaving Siskiyou line at Springfield Junction.

Trains must approach Springfield Junction prepared to stop.

PORTLAND SUBDIVISION—MAIN LINE

Passenger trains, running backward, must not exceed 10 miles per hour between Eugene Passenger Station and Home and Distant Signal No. 6482; 15 miles per hour between Home and Distant Signal No. 6482 and east main track switch of siding, Eugene Yard.

Speed of passenger trains restricted to 50 miles per hour on curves between Hito and Eugene.

Engines 3600 to 3768, inclusive, 4300 and 5000 class must not use west leg of wye or west end of tracks leading off east leg of wye and will move very slow on east leg of wye at Woodburn.

Trains must reduce speed to 20 miles per hour over Willamette Valley Southern Railway crossing east of Oregon City; 15 miles per hour over grade crossings between Willsburg Junction and Brooklyn; passing shop buildings, Brooklyn; and must move with caution not exceeding 15 miles per hour within interlocking plant East Portland, over crossing frog east end Willamette River bridge and over Willamette River bridge, Portland; must move with caution not exceeding 6 miles per hour between Willamette River bridge and Union Station, Portland. 4300 Class engines are restricted to 10 miles per hour over Willamette River bridge, Portland.

YAQUINA LINE

Trains must not exceed 15 miles per hour through tunnels and over Willamette River Bridge, Albany.

MILL CITY LINE

Reduce speed to 15 miles per hour over spans South Santiam River Bridge 699-B.

MILWAUKIE AND TIGARD LINES

Engines over 125,000 lbs. on drivers must not exceed 20 miles per hour.

Freight trains must not exceed 10 miles per hour passing Beaverton shops.

NEWBERG LINE

Eastward trains must not exceed 12 miles per hour over facing point switch at end of double track west of Jefferson St. Station.

Trains handling logs must not exceed 20 miles per hour between Goodin and Oswego.

Trains reduce speed to 15 miles per hour over road crossing at MP 746 west of Dundee.

WEST SIDE LINE

Trains must reduce speed to 6 miles per hour over facing point spring switches on Fourth and Jefferson Streets, Portland; 10 miles per hour on Fourth and Jefferson Streets, Portland.

Trains must reduce speed to 15 miles per hour 100 feet before reaching and passing over public road crossing Raleigh, and keep sharp lookout for automobiles and other vehicles.

Trains reduce speed to 6 miles per hour over facing point switches on Main Street, over Base Line Road Crossing, on 6th Street, and on North Range Street, Hillsboro.

ALPINE AND BELLFOUNTAIN LINES

Engines of over 50,000 lbs. on drivers must not exceed 12 miles per hour.

Trains handling logs must not exceed 8 miles per hour.

FALLS CITY LINE

Trains must reduce to 15 miles per hour over Willamette River bridge and 6 miles per hour over Capital Street, Salem.

Trains must not exceed 10 miles per hour in passing over highway crossing at Nesmith.

2900 class engines must not exceed 10 miles per hour on Buman Rock spur.

TILLAMOOK LINE

Westward trains must not exceed 12 miles per hour over Wolf Creek bridge, west end of Tunnel 27, between Cochran and Mayo.

MARSHFIELD SUBDIVISION

Reduce speed to 10 miles per hour on draw spans Coos Bay, Coalbank Slough and Baker Creek bridge No. 10, Coquille River bridges 1, 2, 6, 7, 8, 9, 12, 13, and Tunnel 1 between Myrtle Point and Powers.

Engines running backward on tangent track between Eugene and Walton are permitted to make 20 miles per hour.

Trains handling logs must stop before entering Tunnels 14 and 20 westward and 13 and 18 eastward, inspect cars carefully for broken stakes, shifted loads and other irregularities and not exceed 8 miles per hour between North Bend and Anderson Ave., Marshfield.

Eastward trains handling logs to North Bend and Marshfield will stop ten minutes at Coos to inspect condition of load.

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10.00	24	2.30	37	1.37	49	1.13
8	7.30	25	2.24	38	1.34	50	1.12
10	6.00	26	2.18	39	1.33	51	1.10
12	5.00	27	2.13	40	1.30	52	1.09
15	4.00	28	2.08	41	1.27	53	1.08
16	3.45	29	2.04	42	1.25	54	1.06
17	3.31	30	2.00	43	1.23	55	1.05
18	3.20	31	1.56	44	1.21	56	1.04
19	3.09	32	1.52	45	1.20	57	1.03
20	3.00	33	1.49	46	1.18	58	1.02
21	2.51	34	1.45	47	1.16	59	1.01
22	2.43	35	1.42	48	1.15	60	1.00
23	2.36	36	1.40				

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE.

EMPLOYES ARE WARNED THAT IT IS DANGEROUS TO STAND ERECT ON TOP OF CARS OR TO RIDE ON SIDES OF CARS WHILE PASSING THESE POINTS, AND THAT THEY MUST PROTECT THEMSELVES FROM INJURY.

All water tanks and water columns have impaired side clearance at spout.

Mile Post	Between	Description	Height Above Top of Rail	Side Clearance From Rail
	ASHLAND SUBDIVISION			
456-E	Ray Gold-Gold Hill	Rogue River Crossing		5.1
490	Hugo-Leland	Tunnel No. 9	17.2	4.1
505	Wolf Creek-Glendale	Tunnel No. 8	15.9	4.1
509-D	Glendale-Lystul	Cow Creek		5.1
514	Reuben-Brandt	Tunnel No. 7	16.8	4.3
514	Reuben-Brandt	Tunnel No. 6	15.3	3.2
515	Reuben-Brandt	Tunnel No. 5	16.9	3.7
516	Reuben-Brandt	Tunnel No. 4	17.0	4.2
518	Brandt-West Fork	Tunnel No. 3	17.6	5.0
518	5180 feet East	Rock Cut		5.4
521	Brandt-West Fork	Tunnel No. 2	17.5	4.8
521-A	Brandt-West Fork	Cow Creek	20.5	5.0
521-C	West Fork-Cow Creek	West Fork Creek Crossing		4.7
523	4490 feet East	Rock Cut		5.2
525	125 " "	" "		5.8
526	3700 " "	" "		5.7
526	3865 " "	" "		5.3
526	4785 " "	" "		5.2
528	600 " "	" "		5.4
530-8	Union Creek-Peck	Tunnel No. 1	16.9	4.8
539	1450 feet East	Rock Cut		5.5
550-B	Weaver-Myrtle Creek	S. Umpqua River Crossing		5.1
	EUGENE SUBDIVISION—ROSEBURG-SPRINGFIELD JCT.			
578-B	Winchester-Wilbur	North Umpqua River Crossing		5.1
489-L	Oakland-Isadora	Calapooia River Crossing		5.0
607-F	Yoncalla-Drain	Elk Creek Crossing		5.0
608-F	Yoncalla-Drain	1st Pass Creek Crossing		5.0
610-G	Krewson-Leona	2nd Pass Creek Crossing		5.0
612-A	Leona-Safely	3rd Pass Creek Crossing		5.0
613-D	Leona-Safely	4th Pass Creek Crossing		5.0
625-D	Latham-Cottage Grove	Coast Fork River Crossing		5.0
627-D	Cottage Grove-Saginaw	Coast Fork River Crossing		5.0

Veatch—Loading slip and loading device on spur constitutes impaired overhead clearance when in loading position. See that it is raised and locked to proper clearance before placing cars.

Mile Post	Between	Description	Height Above Top of Rail	Side Clearance From Rail
	CASCADE LINE			
537.8	Cascade Summit-Abernethy	Tunnel No. 3	20.5	5.6
544.3	Abernethy-Cruzatte	Tunnel No. 4	20.5	5.6
545.2	" "	Tunnel No. 5 and Rock Shed	20.5	5.6
546.5	Cruzatte-Frazier	Tunnel No. 6	20.5	5.6
547.1	" "	Tunnel No. 7	20.5	5.6
547.7	" "	Tunnel No. 8	20.5	5.6
548.3	" "	Tunnel No. 9	20.5	5.6
548.6	" "	Tunnel No. 10 } and Rock Shed	20.5	5.6
548.8	" "	Tunnel No. 11 }	20.5	5.6
549.3	" "	Tunnel No. 12 and Rock Shed	20.5	5.6
550.0	" "	Tunnel No. 13	20.5	5.6
551.8	Frazier-Fields	Tunnel No. 14	20.5	5.6
553.9	" "	Tunnel No. 15	20.5	5.6
556.0	Fields-Wicopee	Tunnel No. 16	20.5	5.6
557.1	" "	Tunnel No. 17	20.5	5.6
557.8	" "	Tunnel No. 18	20.5	5.6
558.6	" "	Tunnel No. 19	20.5	5.6
560.9	Wicopee-Heather	Tunnel No. 20	20.5	5.6
572.1	McCredie Springs-Pryor	Tunnel No. 21	20.5	5.6
581.8	Oakridge-Lookout	Tunnel No. 22	19.5	5.0
584.5	Oakridge-Lookout	Tunnel No. 23	19.7	5.3
587.2	Lookout-Lawler	Tunnel No. 24	20.0	5.6

Cruzatte—Mallet engines will not clear man riding on side of car between switches.

Mile Post	Between	Description	Height Above Top of Rail	Side Clearance From Rail
	WENDLING LINE			
649-F	Hendricks-Yarnell	McKenzie River Crossing	19 5	5.0
651-B	Hendricks-Yarnell	Mohawk River Crossing	20.6	4.8
659-C	Wendling-Hyland	Mohawk River Crossing	18.5	4.6
	PORTLAND SUBDIVISION—MAIN LINE			
663-A	Junction City-Virgil	Willamette River Crossing		5.0
682-A	Shedd-Tangent	Calapooia River Crossing		5.0
699-A	Millersburg-Jefferson	Santiam River Crossing		5.0
743-D	Aurora-Barlow	Pudding River Crossing		5.0
757-G	Park Place-Clackamas	Clackamas River Crossing	20.0	4.4
	WOODBURN—SPRINGFIELD LINE			
735-D	Townsend-Woodburn	Pudding River Crossing		5.0
728-F	Silverton-Downs	Abiqua River Crossing		5.0
727-B	Silverton	Silver Creek Crossing		5.3
706-D	West Stayton-N. Santiam	North Santiam River Crossing	19.5	4.7
701-B	West Scio-Gilkey	Thomas Creek Crossing	21.7	4.9
698-H	Gaines-Crabtree	Crabtree Creek Crossing	20.4	4.5
698-E	Brewster-Lebanon	South Santiam River Crossing		5.0
671-F	Brownsville-Twin Buttes	Calapooia River Crossing		4.5
650-D	Chesnut-Armitage	McKenzie River Crossing	18.5	5.0
	YAQUINA LINE			
712.4	Noon-Wrens	2nd Crossing Mary's River		5.0
713.9	Noon-Wrens	4th " " "		5.0
714.4	Noon-Wrens	5th " " "		4.9
715.0	1000 feet East	Rock Cut		4.6
717.1	Wrens-Russell	7th Crossing Mary's River		5.0
718.9	Harris-Alder	8th " " "		5.0
719.4	Harris-Alder	9th " " "		5.0
719.7	Harris-Alder	10th " " "		5.1
720.3	Harris-Alder	11th " " "		5.0
	YAQUINA LINE—(Continued)			
720.6	Harris-Alder	12th Crossing Mary's River		5.0
720.8	Harris-Alder	13th " " "		4.8
720.9	Harris-Alder	14th " " "		5.0
730.3	Summit-Nashville	Tunnel No. 22	16.1	3.2
732.0	Summit-Nashville	Tunnel No. 23	16.3	3.7
739.2	Nortons-Eddyville	3rd Crossing Yaquina River		4.7
739.4	Nortons-Eddyville	4th " " "		4.9
743.7	Nortons-Eddyville	5th " " "		5.1
745.8	Eddyville-Chitwood	6th " " "		5.0
748.7	Eddyville-Chitwood	7th " " "		5.1
751.3	Chitwood-Morrison	8th " " "		4.7
751.6	Chitwood-Morrison	9th " " "		5.1
751.8	Chitwood-Morrison	10th " " "		4.9
752.2	Chitwood-Morrison	11th " " "		4.9
752.4	Chitwood-Morrison	Tunnel No. 24	16.4	4.0
752.5	Chitwood-Morrison	12th Crossing Yaquina River		4.4
752.8	Chitwood-Morrison	13th " " "		5.0
	MILL CITY LINE			
699.2	Bussard-Thomas	South Santiam River Crossing	18.8	5.0
700.6	Thomas-Munkers	Thomas Creek Crossing	18.6	4.1
714		Rock Cut		5.2
724	300 feet East	" "		5.6
726	Mill City	North Santiam River		5.3
732		Rock Cut		5.10
736	2040 feet West	" "		5.8
736	3240 " "	" "		4.4
737		" "		5.4
737.1	Halstead-Granite Mountain	Sardine Creek Crossing		5.2
737	2000 feet West	Rock Cut		5.2
737	2300 " "	" "		4.8
737	3000 " "	" "		3.8
738		" "		4.8
738	2000 " "	" "		5.3
738	3000 " "	" "		4.4
738	3600 " "	" "		5.8
739		" "		5.2
739	2500 " "	" "		4.3
739	3000 " "	" "		4.8
740	2300 " "	" "		5.8
741	300 " "	" "		5.6
743	90 " "	" "		5.8
743	700 " "	" "		5.6
744.3	Breitenbush-Detroit	Breitenbush River Crossing		4.7
745	350 feet West	Rock Cut		5.8
747	600 " "	" "		5.4
750	700 " " (both sides)	"		5.8
	MILWAUKIE LINE			
768-E	Menefee-Wilsonia	Willamette River Crossing		5.2
	NEWBERG LINE			
774.4	Jefferson St.-Turntable	Overhead Road Crossing	19.1	
774.5	Jefferson St.-Turntable	O. E. Overhead Crossing	20.1	
	WEST SIDE LINE			
731-E	McMinnville-Whiteson	South Yamhill River Crossing	20.5	5.0
702-D	Parker-Suver	Luckiamute River Crossing	19.6	

Glenbrook—Platform on siding has impaired side clearance.

Mile Post	Between	Description	Height Above Top of Rail	Side Clearance From Rail
	WILLAMINA LINE			
745-D	Sheridan-Shipley	South Yamhill River Crossing		4.5
	AIRLIE LINE			
749-L	Polk-Dallas	La Creole River Crossing		4.2
762-C	Luckiamute-Putnam	Luckiamute River Crossing	19.2	3.7
	FALLS CITY LINE			
742-D	Carey-Falls City	Little Luckiamute River Crossing		5.1
743-D	Falls City-Camp 2	" " " "		5.0
743	3700 feet East	Rock Cut		4.3
744-C	Falls City-Camp 2	" " " "		5.0
744-E	Falls City-Camp 2	" " " "		5.1
745-F	Falls City-Camp 2	" " " "		5 0
747-B	Black Rock-Wye	" " " "		5.1
	TILLAMOOK LINE			
789.6	Walcott-Castor Creek	Tunnel No. 25	21.8	
801.8	Cochran-Mayo	Tunnel No. 26	21.4	
803.6	Cochran-Mayo	Tunnel No. 27	21.5	5.0
805.7	Mayo-Enright	Tunnel No. 28	21.8	
806.2	Mayo-Enright	Tunnel No. 29	21.5	
809.9	Mayo-Enright	Tunnel No. 35	21.1	
810.7	Mayo-Enright	Tunnel No. 36	21.7	
815-D	Salmonberry-Wakefield	1st Crossing Nehalem River		4.6
830-F	Foley-Mohler	2nd " " "	21.6	5.0
846-I	Miami-Hobsonville	Miami River Crossing	21.6	5.1
848-O	Hobsonville-Bay City	Tunnel No. 37	21.4	
852-F	Idaville-Juno	Kelchis River Crossing	21.6	5.0
854-B	Juno-Tillamook	Wilson River Crossing	21.6	4.9

Brighton—Bridge over track to loading dock creates impaired clearance. Must be raised to proper clearance before switching.

Mile Post	Between	Description	Height Above Top of Rail	Side Clearance From Rail
	MOLALLA LINE			
748-E	Canby-Kraft	Adkins Road Crossing		
749-G	Rames-W. V. S. Crossing	Milk Creek Crossing		5.5
751-B	Rames-W. V. S. Crossing	Molalla River Crossing		5.1
	MARSHFIELD SUBDIVISION			
656.2	Jetson-Maywood	Coyote Creek Crossing		5.0
664.1	Elrus-Sailor	2nd Crossing Long Tom Creek		5.0
664.6	Sailor-Noti	3rd " " " "		5.0
	MARSHFIELD SUBDIVISION (Continued)			
664.9	Sailor-Noti	2nd Crossing Long Tom Creek		4.7
665.5	Noti-Vaughn	Elk Creek Crossing		5.0
669.5	Vaughn-Flagg	Tunnel No. 13	19.6	5.1
680.2	Globe-Austa	3rd Crossing Wild Cat Creek		5.0
681.1	Globe-Austa	Tunnel No. 14	19.7	5.4
683.4	Austa-Linslaw	2nd Crossing Siuslaw River		5.0
691.1	Beecher-Nekoma	4th " " "		5.0
694.5	Nekoma-Swisshome	5th " " "		5.0
694.7	Nekoma-Swisshome	6th " " "		5 0
696.7	Nekoma-Swisshome	Lake Creek Crossing		5.0
710.1	Beck-Betzen	Overhead Conveyor	20.5	
716.6	Cushman-Siboco	7th Crossing Siuslaw River		5 0
720.7	Siboco-Canary	Tunnel No. 15	19.8	5.4
721.5	Canary-Siltcoos	Tunnel No. 16	19.8	5.3
727.7	Ada-Booth	Tunnel No. 17	20.0	5.5
734.5	Kroll-Brenham	Tunnel No. 18	19.7	5.4
739.7	Gardiner-Reedsport	Umpqua River Crossing		5
745.6	Tharp-Willard	Tunnel No. 19	19.9	5.4
750.1	Bufo-Lakeside	Tunnel No. 20	19.9	5.5
751.2	Bufo-Lakeside	Tunnel No. 21	20.0	5.5
763.9	Coos-North Bend	Coos Bay Crossing		4.4
793.6	Norway-Myrtle Point	1st Crossing Coquille River	20.2	5.0
796.2	Myrtle Point-Broadbent	Coquille River Bridge (1)	20.2	4 6
797.6	Myrtle Point-Broadbent	" " " (2)	20.2	4.6
800.1	Broadbent-Warner	" " " (6)	20.2	4.6
801.2	Broadbent-Warner	" " " (7)	20.2	4.2
802.3	Warner-Emmons	" " " (8)	18.7	3.8
808.2	Gaylord-Fensler	Rowland Creek Bridge (9)	20.2	4.6
808.7	Gaylord-Fensler	Tunnel No. 1		4.6
811.6	Fensler-Powers	Coquille River Bridge (12)	20.2	4.6

Reedsport—Bridge over track at Reedsport Lumber Co. loading platform constitutes impaired clearance. Must be raised and properly fastened before switching spur to McJohnson's Mill. Log dump spur to Hubbard Mill must not be used for switching account impaired clearance.

Mile Post	Between	Description	Height Above Top of Rail	Side Clearance From Rail
	ELECTRIC LINES			
	Electric Zone	Trolley & Poles	21.0	5.5

Train and enginemen are cautioned to watch closely for impaired clearance signs.

Trolley wires running through South Yamhill River Bridge 731-E between McMinnville and Whiteson, and Luckiamute River Bridge 702-D between Parker and Suver will not clear man on top of box car. Trainmen must not ride on top of cars passing through these spans.

AVERAGE WEIGHT OF PASSENGER TRAIN CARS

Class	All Steel	Steel Underframe	Wood
Baggage—60 ft.	92,100		
" —66 ft.	127,400		
" —70 ft.	121,300		
"			77,600
" —(Dynamo)	102,700		
Baggage and Mail 60 ft.	102,200		
" " " —69 ft.	123,900		
" " " —70 ft.	127,500		
" " "		97,800	78,600
" " Passenger	117,250		72,300
" —CM&StP	125,000		
Express Refr.—NP RR		74,000	60,000
" " —GN RR			70,000
" " —ARE No. 40-154		78,000	
" " — " " 155-224		89,000	
" " — " " 500-506		110,000	
" " — " " 1101-1175		85,000	
" " —PFE " 500-799		83,000	
Tea and Silk			48,100
Express, Horse	129,300		79,400
Postal	112,000		
" Storage—40 ft.	74,100		
" " —60 ft.	105,100		
Club	146,300	121,800	
Official	170,500	137,300	101,700
" —CM&StP	141,000		
Chair	101,700		84,800
Coaches—60 ft.	100,100		
" —70 ft.	136,800		
" —72 ft.	138,900		
" —72 ft., Interurban	120,000		
" —CM&StP	133,000		
"			75,000
All-Day Lunch—Chair	100,500		
" " —Coach	96,300		
Cafe-Coach			117,200
Diner—70 ft.		134,900	129,000
" —72 ft.	154,400	146,900	133,500
" —77 ft.	153,300	156,600	
" —79 ft.	167,500		
Cafe-Observation			119,000
Observation		137,700	122,000
Pullman—Observation	163,600	153,000	
" —Parlor	155,600	147,500	
" —Standard Sleeper	164,600	144,000	
" —Tourist	140,600	133,000	
CM&StP Tourist Sleeper	141,000		

Note—The clearance shown as height above top of rail is for 9 feet wide or 4 feet 6 inches each side of center line of track.

Side clearance from rail is for all points between 4 feet and 14 feet above top of rail.

Revised April, 1928

RATING OF LOCOMOTIVES—PORTLAND DIVISION

IN Ms OF 1000 LBS. BACK OF TENDER

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Brooklyn to Salem	Salem to Brooklyn Salem to Eugene Yard	Eugene Yard to Salem	Eugene Yard to Drain	Drain to Roseburg	Roseburg to Divide		Divide to Eugene	Roseburg to Grants Pass	Grants Pass to Ashland		Ashland to Grants Pass	Grants Pass to Glendale	Glendale to Roseburg	Eugene to Oakridge	Oakridge to Crescent Lake	Crescent Lake to Eugene
				Single	Single	Single	Single	Helper 2.0	Helper 1.0	Helper 2.0	Single	Helper 1.0 West Fork to Glendale Helper 2.0 Glendale to Grants Pass	Single	Helper 1.0	Single	Helper 2.0	Single	Single	Single	Single
T-22	T-57 18/24 94	2001	160	1340	1980	2100	1580	1580	1350	1980	2410	1340	1150	2140	1930	1460	1980	....	....	....
T-18	T-57 18/24 72	2004	150	1270	1870	1980	1490	1490	1280	1820	2270	1270	1090	2010	1820	1380	1870	....	....	....
T-16	T-57 18/24 74	2017																		
T-16	T-57 18/24 76	2019	160	1360	2000	2120	1600	1600	1370	1940	2430	1360	1160	2150	1940	1480	2000	....	....	....
T-16	T-57 18/24 85	2039, 2073, 2082, 2095	165	1400	2060	2190	1650	1650	1410	2010	2510	1400	1210	2230	2010	1530	2060	....	....	....
T-13	T-57 18/24 66	2109	145	1230	1810	1920	1450	1450	1240	1760	2200	1230	1060	1950	1760	1340	1810	....	....	....
T-11	T-63 18/24 86	2127	160	1200	1780	1890	1420	1420	1210	1730	2170	1200	1030	1920	1730	1310	1780	....	....	....
T-11	T-57 18/24 81	2131, 2133	160	1350	1990	2110	1590	1590	1360	1940	2420	1350	1160	2140	1930	1470	1990	....	....	....
T-10	T-57 18/24 86	2135 to 2151																		
T-8, 9	T-57 18/24 83	2160 to 2165, 2166, 2171, 2173, 2174																		
T- 7	T-57 18/24 88	2185																		
T- 9	T-57 18/24 92	2172	170	1450	2130	2260	1710	1710	1460	2080	2600	1450	1250	2300	2080	1580	2130	....	....	....
T- 3	T-69 20/26 113	2219	180	1670	2460	2620	1970	1970	1680	2400	3000	1670	1430	2660	2400	1820	2460	....	....	....
T- 2	T-63 19/24 105	2225, 2229	160	1330	1980	2100	1580	1580	1340	1930	2410	1330	1150	2130	1930	1450	1980	....	....	....
T- 1	T-63 20/26 112	2247, 2255, 2266, 2271	180	1870	2730	2900	2190	2190	1890	2660	3320	1870	1610	2950	2660	2030	2730	....	....	....
T- 1	T-63 20/26 116	2245																		
T-26	T-69 21/28 152-S	2283 to 2300	200	2340	3170	3440	2760	2760	2370	3350	4180	2340	2020	3700	3350	2550	3440	2350	1000	3200
T-28	T-63 22/28 162-S	2311 to 2362	210	3020	4070	4400	3540	3540	3050	4290	5340	3020	2610	4740	4290	3280	4400	3050	1300	4100
T-32	T-69 23/28 174	2372 to 2384	210	2970	4020	4360	3500	3500	3010	4250	5290	2970	2560	4960	4250	3240	4360	3000	1300	4100
C-9, 10	C-57 22/30 200-SF	2513 to 2599, 2752 to 2860	210	3350	4500	4880	3930	3930	3390	4750	5920	3350	2890	5250	4750	3640	4880	3400	1450	4550
C-9, 10	C-57 22/30 194-S																			
C- 8	C-57 22/30 192-S	2698 to 2751																		
C- 5	C-57 22/30 187-S	2624 to 2679																		
C- 5	C-57 22/30 185-S	2680 to 2693																		
C- 5	C-57 22/30 180	2624 to 2679	200	3000	4380	4640	3520	3520	3040	4270	5300	3000	2600	4710	4270	3260	4380	....	....	....
C- 5	C-57 22/30 178	2680 to 2693																		
C- 2	C-57 22/34 172	2600 to 2611	185	2930	4270	4520	3430	3430	2970	4160	5170	2930	2530	4590	4160	3180	4270	....	....	....
C- 2	C-57 22/34 180-S	2600 to 2611	190	3050	4270	4520	3580	3580	3090	4330	5390	3050	2640	4790	4330	3320	4450	....	....	....
TW- 1	TW-54 22/26 147	2900 to 2913	180	2550	3720	3950	2990	2990	2570	3630	4520	2550	2200	4000	3630	2770	3720	....	....	....
TW- 8	TW-54 21/32 155	2914 to 2923	180																	
TW- 8	TW-54 21/32 161-S	2914 to 2923	190																	
TW- 7	TW-56 22/30 120	2925	160	1950	2860	3030	2290	2290	1980	2780	3470	1950	1690	3080	2780	2130	2680	....	....	....
TW- 4	TW-56 20/30 120	2928, 2930, 2931																		
TW- 4	TW-56 20/30 114	2926																		
TW- 4	TW-56 20/30 122	2927, 2929																		
TW- 3	TW-50 20/26 120	2932 to 2945	170	2130	3100	3290	2500	2500	2150	3020	3760	2130	1830	3340	3020	2310	3100	....	....	....
TW- 2	TW-50 20/26 118	2946 to 2953																		
TW- 6	TW-50 20/26 111	2957	160	2020	2940	3110	2370	2370	2040	2860	3560	2020	1750	3160	2860	2190	2940	....	....	....
A- 3	A-81 20/28 112-S	3025 to 3070	210	1830	2510	2720	2170	2170	1860	2650	3320	1830	1570	2940	2650	2000	2720	....	....	....
F- 1	F-63 27½/32 273-S	3600 to 3652	200	4910	6600	7140	5750	5750	4970	6960	8000	4910	4250	7690	6960	5330	7140	4950	2150	6700
F-4, 5	F-63 29½/32 306-B-61-SF	3668 to 3763	200	5600	7550	8000	6500	6500	5600	....	8000	5500	4800	....	7900	6000	8000	5650	2400	7650
F- 5	F-63 29½/32 306-B-62-SF	3764 to 3768																		
MC- 2	M-57 $\frac{26/40}{30}$ 394	4000, 4009–4011 to 4016	200	6450	8000	8000	7450	7450	6450	....	8000	6350	5500	....	8000	6900	8000	6250	2800	8000
MC- 4	MC-57 $\frac{26/40}{30}$ 398	4017 to 4027																		
MC- 6	MC-57 $\frac{26/40}{30}$ 401-S	4029 to 4043																		
MC- 6	MC-57 $\frac{26/40}{30}$ 395-S	4044 to 4048																		
MT- 1, 3, 4	MT-73 28/30 246-B-60-SF	4300 to 4358	210	4800	6370	7300	5540	5540	5200	6730	8000	4700	4050	7150	7110	5120	7300	4450	1900	6100
SP- 1	SP-63 $\frac{25}{28/32}$ 316-B-60-SF	5000 to 5015	225	6450	8000	8000	7450	7450	6450	....	8000	6350	5500	....	8000	6900	8000	6250	2800	8000
SP-2, 3	SP-63 $\frac{25}{28/32}$ 317-B-61-SF	5016 to 5048																		
Allowance for Empty and Underloaded Cars		Less than 40 Ms	....	6	6	6	3	3	3	3	3	3	3	3	3	3	3	6	6	6
		40 to 50 Ms	....	3	3	3	0	0	0	0	0	0	0	0	0	0	0	3	3	3
		More than 50 Ms	....	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

These rating include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "E"—Eight-wheelers
"T"—Ten-wheelers
"P"—Pacific Type
"M"—Moguls
"MK"—Mikado
"C"—Consolidation engine
"TW"—Twelve-wheelers
"A"—Atlantic Type
"F"—Two-ten-two Type
"MC"—Mallet Consolidation
"MM"—Mallet Mogul
"MT"—Mountain Type
"SP"—Southern Pacific Type

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57 $\frac{22}{30}$ 187

RATING OF LOCOMOTIVES IN Ms

CLASSIFICATION	ENGINE NUMBERS	Brooklyn to Gaston	Gaston to Eugene	Eugene to Gaston	Gaston to Brooklyn	Brooklyn to Sherw'd	Sherw'd to Sp'gbr'k	Sp'gbr'k to Smithfi'd	Smithfield to Dallas	Dallas to Airlie	Airlie to Sp'gbr'k	Sp'gbr'k to Sher w'd	Sherw'd to Brooklyn	Br'dm'd to Wilim'na	Wilim'na to Br'dm'd	Hillsboro to Buxton	Buxton to Timber	Timber and Enright	Enright to Til'mook	Til'mook to Salmonberry	Salmonberry to Enright	Timber to Buxton	Buxton to Hillsboro
T-57 18/24 64 to 75	2004, 2109	1050	900	1050	1500	1100	550	1130	710	850	1130	525	1500	1060	780	......	......	......	......	......	......	......	......
T-63 18/24 86	2127																						
T-57 18/24 74 to 80	2017, 2019, 2039, 2073, 2082, 2095	1250	1000	1200	1600	1250	650	1470	800	950	1250	625	1600	1300	850	1200	500	300	1500	700	......	850	1500
T-57 18/24 81 to 94	2001, 2131 to 2152, 2161, 2171, 2172, 2185																						
T-57 18/24 99	2174																						
T-63 19/24 105	2225, 2229	1500	1400	1590	2250	1500	880	1590	......	......	......	840	2000	......	......	1750	610	400	F	1750	900	1100	F
T-63 20/26 112	2247, 2255, 2266, 2271																						
T-69 20/26 113	2219																						
TW-50 20/26 111 to 120	2932 to 2957	1750	1650	1700	2400	1750	1000	1700	......	......	......	1000	2400	......	1700	2000	700	500	F	2500	1250	1250	F
TW-56 20/30 114 to 122	2925 to 2931																						
TW-54 22/26 147	2900 to 2913, Sat	2400	2290	2575	3220	......	......	......	......	......	......	......	......	......	2000	2280	950	570	2850	1330	1190	1620	2850
TW-54 21/32 155	2914, 2915, 2920, 2922, Sat																						
TW-54 21/32 161	2916, 2917, 2918, 2919, 2921, Super		......	......	......	......	......	......	......	......	......	......	......	......	......	2520	1280	630	3150	1470	1300	1790	3150
C-57 22/30 192S to 194S	2513 to 2599, 2698 to 2857	3100	2520	2970	3960	3100	1470	3630	2060	2390	3100	1600	3960	3250	2160	2970	1250	850	3710	3500	1850	2400	3710
Allowances for Empty and Underloaded Cars.	Less than 40 Ms	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
	40 to 50 Ms	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	More than 50 Ms	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION	ENGINE NUMBERS	Canby and Molalla	Woodb'n to Geer	Geer to A'm'ville	A'm'ville to Springfield	Springfield to A'm'ville	A'm'vil'e to Geer	Geer to Woodb'n	M'h'k Jct to Wendl'g	Wendl'g to M'h'k Jct	Geer and Salem	Salem to Falls City	Falls City to Bl'kRock	Bl'kRock to Salem	Albany to Yaquina	Yaquina to Albany	Albany to Idanha	Idanha to Albany	Albany to Lebanon	Lebanon to Albany	Eugene and M'hfield	M'hfield and MyrtlePt	
T-57 18/24 64 to 75	2004, 2109	1180	1180	550	1060	1780	790	1580	1750	1950	1180	700	220	900	780	500	630	790	1680	1780	1580	630	......
T-63 18/24 86	2127																						
T-57 18/24 74 to 80	2017, 2019, 2039, 2073, 2082, 2095	1280	1280	600	1200	1880	850	1680	1850	2050	1280	......	......	......	850	590	800	900	1780	1880	1680	595	......
T-57 18/24 81 to 94	2001, 2131 to 2152, 2161, 2171, 2172, 2185																						
T-57 18/24 99	2174																						
T-63 19/24 105	2225, 2229	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	1800	650	......
T-63 20/26 112	2247, 2255, 2266, 2271																						
T-69 20/26 113	2219																						
TW-50 20/26 111 to 120	2932 to 2957	......	......	......	......	......	......	......	......	......	......	......	440	1650	1500	890	......	......	2670	2820	2520	890	......
TW-56 20/30 114 to 122	2925 to 2931																						
TW-54 22/26 147	2900 to 2913	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	3380	3570	3000	1440	......
Allowances for Empty and Underloaded Cars.	Less than 40 Ms	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	
	40 to 50 Ms	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
	More than 50 Ms	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine "M"—Moguls "Mk"—Mikado "E"—Eight-wheelers
"T"—Ten-wheelers "TW"—Twelve-wheelers "P"—Pacific Type

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57—$\frac{22}{30}$—187

RULING GRADES

DISTRICT	Per Cent Grade	Degree Maximum Curve	Per Cent Equivalent Grade
Ashland to Grants Pass	.00	10°	.40
Grants Pass to Glendale	1.95	7°50″	2.25
Glendale to Roseburg	0.87	2°50″	.97
Roseburg to Springfield Jct.	1.57	10°	1.97
Cascade Summit to Oakridge	0.20	4°	0.36
Oakridge to Springfield Jct.	.86	4°	1.02
Springfield Jct. to Oakridge	1.00	4°	1.16
Oakridge to Cascade Summit	1.80	8°	1.80
Springfield Jct. to Portland	1.50	2°	1.58
Portland to Springfield Jct.	1.04	4°	1.20
Springfield Jct. to Roseburg	1.60	10°	2.00
Roseburg to Glendale	1.12	9°	1.48
Glendale to Grants Pass	2.20	9°	2.56
Grants Pass to Ashland	0.87	3°	0.99

LIST OF SURGEONS, HOSPITAL DEPARTMENT

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon and Manager.
Ashland	Dr. F. G. Swedenburg	District Surgeon.
Ashland	Dr. Ernest A. Woods	Assistant District Surgeon.
Medford	Dr. E. B. Pickel	District Surgeon.
Medford	Dr. J. J. Emmons	Oculist and Aurist.
Gold Hill	Dr. W. P. Chisholm	District Surgeon.
Grants Pass	Dr. C. Joyce Moser	District Surgeon.
Grants Pass	Dr. W. A. Moser	Assistant District Surgeon.
Grants Pass	C. B. Marks	Oculist and Aurist.
Glendale	Dr. A. J. Fawcett	District Surgeon.
Riddle	Dr. O. E. Patterson	District Surgeon.
Myrtle Creek	Dr. D. R. Coryell	District Surgeon.
Roseburg	Dr. E. J. Wainscott	District Surgeon.
Roseburg	Dr. E. V. Hoover	District Surgeon.
Oakland	Dr. B. F. Devore	Assistant District Surgeon.
Yoncalla	Dr. R. F. McKaig	District Surgeon.
Drain	Dr. Bertha L. Devore	Emergency Surgeon.
Cottage Grove	Dr. B. R. Job	Assistant District Surgeon.
Creswell	Dr. H. A. Wheeler	District Surgeon.
Springfield	Dr. W. H. Pollard	District Surgeon.
Springfield	Dr. Eugene Kester	District Surgeon.
Wendling	Dr. J. R. Harvey	Assistant District Surgeon.
Oakridge	Dr. Grant J. Gray	District Surgeon.
Westfir	Dr. H. W. Dobbin	District Surgeon.
Eugene	Dr. N. E. Winnard	District Surgeon.
Eugene	Dr. W. B. Neal	District Surgeon
Eugene	Dr. B. F. Winchell	Assistant District Surgeon.
Eugene	Dr. Merle G. Howard	Assistant District Surgeon.
Eugene	Dr. W. Kuykendall	Consulting Surgeon.
Eugene	Dr. O. R. Gullion	Oculist and Aurist.
Eugene	Dr. D. C. Stanard	Assistant Oculist and Aurist.
Junction City	Dr. D. P. Love	District Surgeon.
Harrisburg	Dr. J. L. Garner	Emergency Surgeon.
Halsey	Dr. T. I. Marks	Emergency Surgeon.
Albany	Dr. F. E. Beauchamp	District Surgeon
Albany	Dr. J. H. Robnett	Assistant District Surgeon.
Albany	Dr. A. Stark	Oculist and Aurist.
Jefferson	Dr. J. O. Van Winkle	District Surgeon.
Salem	Dr. W. H. Byrd	District Surgeon.
Salem	Dr. W. Carlton Smith	Assistant District Surgeon.
Salem	Dr. M. C. Findley	Oculist and Aurist.
Salem	Dr. B. L. Steeves	Associate Oculist and Aurist.
Salem	Dr. L. O. Clement	2d Asst. Oculist and Aurist.
Gervais	Dr. H. A. Dowd	Emergency Surgeon.
Woodburn	Dr. J. L. Shorey	District Surgeon.
Hubbard	Dr. R. I. Hall	Emergency Surgeon.
Aurora	Dr. B. F. Giesy	Emergency Surgeon.
Canby	Dr. H. A. Dedman	District Surgeon.
Oregon City	Dr. C. H. Meissner	District Surgeon.
East Portland	Dr Geo. H. Buck	District Surgeon.
East Portland (Woodstock District)	Dr. Joseph R. Mizner	District Surgeon.
Portland	Dr. Geo. F. Wilson	Assistant to Chief Surgeon.
Portland	Dr. A. L. Berkley	Division Surgeon.
Portland	Dr. John C. Adams	District Surgeon.
Portland	Dr. E. M. Anderson	District Surgeon.
Portland	Dr. R. F. Davis	Oculist and Aurist.
Portland	Dr. J. F. Dickson	Oculist and Aurist.
Veneta	Dr. O. L. Asher	Emergency Surgeon.
Reedsport	Dr. Chas. Billington	District Surgeon.
North Bend	Drs. Philip J. and Russell Keizer	District Surgeons.
Marshfield	Dr. E. Mingus	District Surgeon.
Marshfield	Dr. G. E. Dix	Assistant District Surgeon.
Marshfield	Dr. O. K. Wolf	Oculist and Aurist.
Coquille	Dr. James Richmond	District Surgeon.
Myrtle Point	Dr. R. Harrison Mast	Emergency Surgeon.
Powers	Dr. Nelson W. Mercier	District Surgeon.
Silverton	Dr. R. E. Kleinsorge	District Surgeon.
Aumsville	Dr. Chas. Brewer	District Surgeon.
Scio	Dr. A. G. Prill	District Surgeon.
Lebanon	Dr. J. C. Booth	District Surgeon.
Lebanon	Dr. Norman E. Irvine	Associate District Surgeon.
Brownsville	Dr. R. M. Waltz	District Surgeon.
Coburg	Dr. M. E. Jarnagin	District Surgeon.
Philomath	Dr. R. O. Loggan	District Surgeon.
Toledo	Dr. R. D. Burgess	District Surgeon.
Newport	Dr. W. S. Thurtell	Emergency Surgeon.
Mill City	Dr. W. W. Allen	District Surgeon.
Oswego	Dr. W. H. McDougal	Emergency Surgeon.
Sherwood	Dr. F. T. Rucker	Emergency Surgeon.
Newberg	Dr. John S. Rankin	Emergency Surgeon.
Newberg	Dr. Edw. A. Romig	Emergency Surgeon.
Beaverton	Dr. E. E. Mason	District Surgeon.
Hillsboro	Dr. J. O. Robb	District Surgeon.
Hillsboro	Dr. J. B. Dinsmore	Assistant District Surgeon.
Cornelius	Dr. E. J. Crowthers	Emergency Surgeon.
Forest Grove	Dr. H. C. Fortner	District Surgeon.
Yamhill	Dr. Carl L. Taylor	Emergency Surgeon.
Carlton	Dr. A. D. Morrison	Emergency Surgeon.
McMinnville	Dr. W. H. Barendrick	District Surgeon.
McMinnville	Dr. E. H. Barendrick	District Surgeon
Independence	Dr. Geo. C. Knott	District Surgeon.
Corvallis	Dr. W. T. Johnson	District Surgeon.
Corvallis	Dr. N. L. Tarter	Associate District Surgeon.
Monroe	Dr. E. Bennett	District Surgeon.
Sheridan	Dr. A. R. Sargeant	District Surgeon.
Dallas	Dr. A. B. Starbuck	District Surgeon.
Dallas	Dr. W. L. Pemberton	Assistant District Surgeon.
Falls City	Dr. O. P. Horn	District Surgeon.
Banks	Dr. R. M. Kines	District Surgeon.
Cochran	Dr. R. W. Sipple	District Surgeon.
Wheeler	Dr. H. E. Rinehart	District Surgeon.
Garibaldi	Dr. E. R. Huckleberry	District Surgeon.
Tillamook	Dr. Max R. Charlton	District Surgeon.
Molalla	Dr. E. R. Todd	Emergency Surgeon.

When employes, passengers or others are injured, call the nearest Company Surgeon, preferably District Surgeon. Emergency Surgeons are called only when patients cannot be sent to or await the arrival of District Surgeons.

When necessary to call Surgeons other than those regularly employed by the Company, it should be with the distinct understanding that their services will not be required after the arrival of Company Surgeon. Any officer of the Company is authorized to call Company Surgeons to attend the injured.

When tramps or other trespassers are injured on the Company's Lines, they should be turned over to friends, or to city, county or other local relief authorities, after immediate necessary attention has been rendered by Company Surgeon.

LOCATION OF STRETCHERS

Ashland
Medford
Grants Pass
Drain
Eugene
Junction City
Albany
Salem
Woodburn
Brooklyn
Timber
Willamina
Corvallis

DIVISION HOSPITALS

Good Samaritan } Portland, Ore.
St. Vincent

TRAINMASTERS

G. C. MORRIS, Portland, Ore.
J. L. MAY, Portland, Ore.
O. S. YORK, Roseburg, Ore.
E. STROUD, Eugene Yard, Ore.
A. L. DOWNS, Terminal Trainmaster, Brooklyn, Ore.

ROAD FOREMEN OF ENGINES

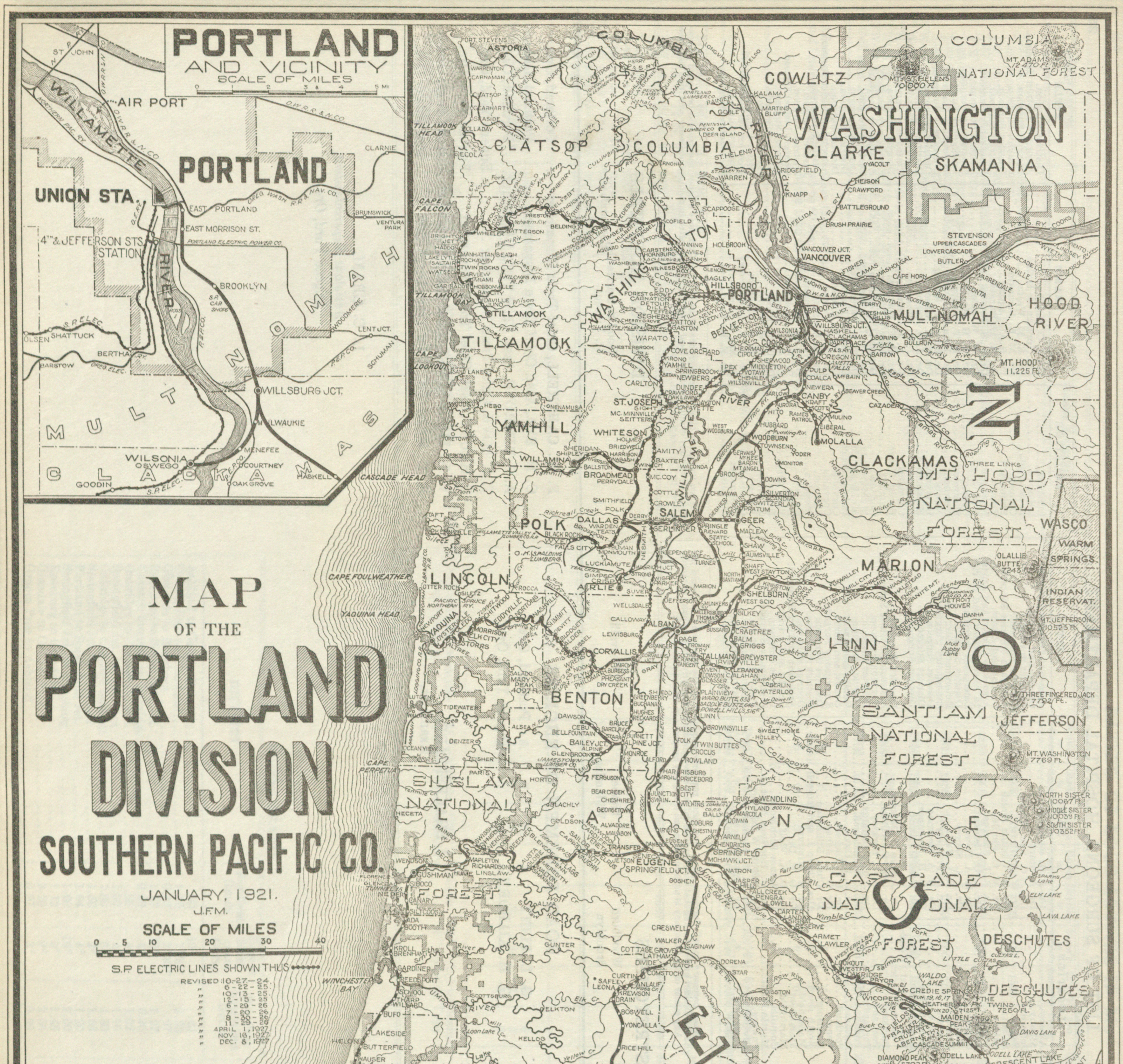
G. L. FLINT, Portland, Ore.
G. H. KILBORN, Eugene Yard, Ore.

J. SHAKESPEARE,
Examiner.

F. W. CANTRELL, Chief Train Dispatcher, Portland, Ore.
C. H. EVA, Asst. Chief Train Dispatcher, Portland, Ore.
A. S. BIMROSE, Asst. Chief Train Dispatcher, Portland, Ore.
J. I. LOVE, Chief Train Dispatcher, Eugene Yard, Ore.
F. HRUBY, Asst. Chief Train Dispatcher, Eugene Yard, Ore.
V. N. FIELDS, Asst. Chief Train Dispatcher, Eugene Yard, Ore.
R. C. HARDEN, Chief Train Dispatcher, Marshfield, Ore.

C. W. MARTYN,
Assistant Superintendent,
Portland, Ore.

L. C. GRAM,
Assistant Superintendent,
Eugene Yard, Ore.



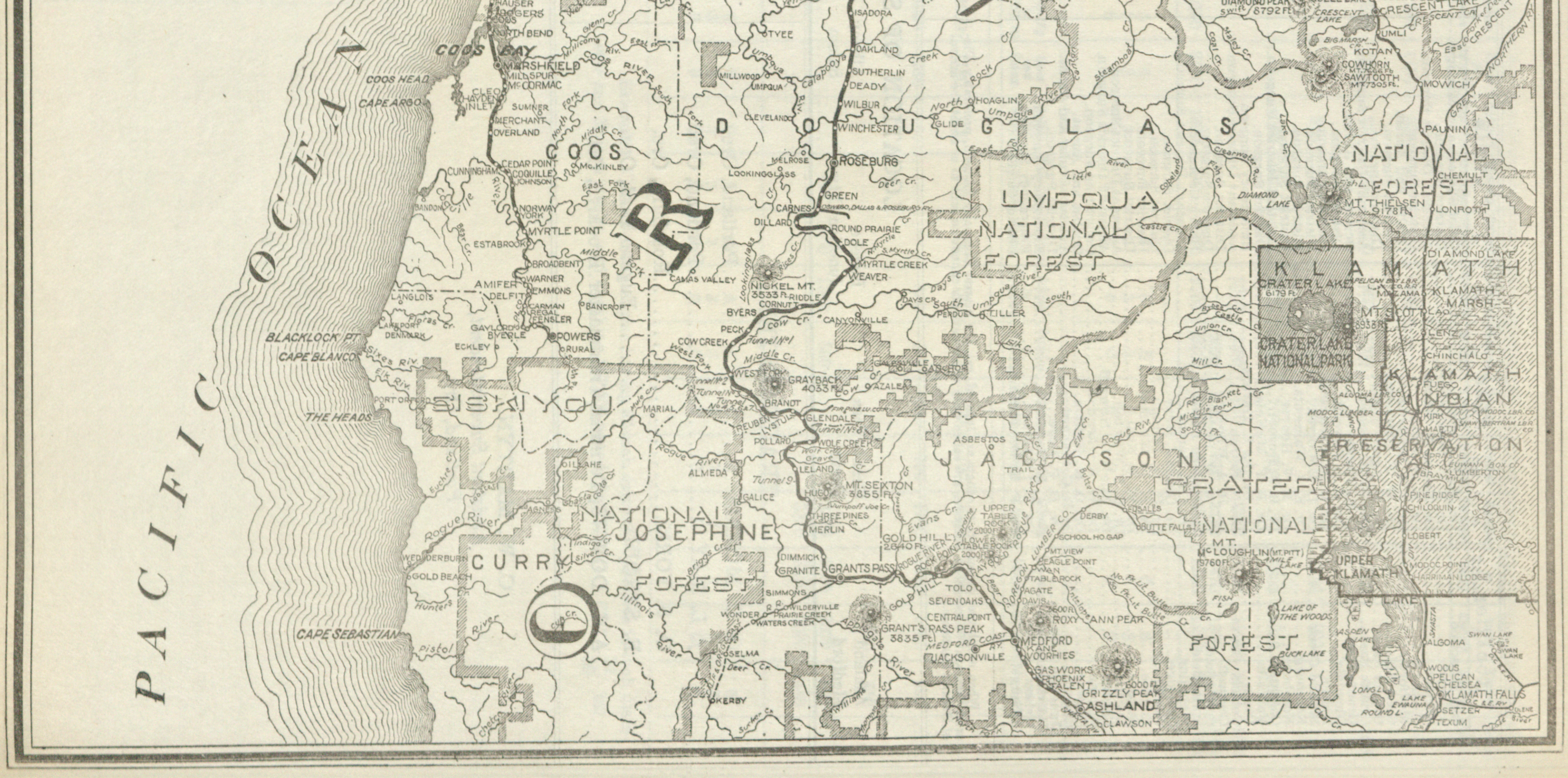
MAP
OF THE
PORTLAND DIVISION
SOUTHERN PACIFIC CO.

JANUARY, 1921.
J.F.M.

SCALE OF MILES
0 5 10 20 30 40

S.P. ELECTRIC LINES SHOWN THUS

REVISED: 10-27-24.
" 6-22-25.
" 10-13-25.
" 12-15-25
" 6-29-26
" 7-20-26
" 8-30-26
" 11-29-26
" APRIL 1, 1927.
" NOV. 16, 1927.
" DEC. 8, 1927

PORTLAND
AND VICINITY
SCALE OF MILES
PORTLAND
UNION STA.
4TH & JEFFERSON STS. STATION
EAST PORTLAND
EAST MORRISON ST.
BROOKLYN
WILLSBURG JCT.
MILWAUKIE
OSWEGO
WILSONIA
AIR PORT
WILLAMETTE
RIVER
MULTNOMAH
CLACKAMAS
WASHINGTON
COWLITZ
CLARKE
SKAMANIA
COLUMBIA NATIONAL FOREST
MT. ST. HELENS 10,000 FT.
MT. ADAMS 12,470 FT.
COLUMBIA
CLATSOP
ASTORIA
TILLAMOOK
YAMHILL
POLK
LINCOLN
BENTON
LANE
MARION
LINN
HOOD RIVER
MT. HOOD 11,225 FT.
MT. HOOD NATIONAL FOREST
WASCO
WARM SPRINGS INDIAN RESERVAT.
MT. JEFFERSON 10525 FT.
THREE FINGERED JACK 7792 FT.
JEFFERSON
MT. WASHINGTON 7769 FT.
SANTIAM NATIONAL FOREST
NORTH SISTER 10067 FT.
MIDDLE SISTER 10053 FT.
SOUTH SISTER 10352 FT.
CASCADE NATIONAL FOREST
DESCHUTES
SIUSLAW NATIONAL FOREST
SALEM
ALBANY
CORVALLIS
EUGENE
SPRINGFIELD
COOS BAY
MARSHFIELD
COOS
DOUGLAS
ROSEBURG
UMPQUA NATIONAL FOREST
KLAMATH
CRATER LAKE NATIONAL PARK
KLAMATH INDIAN RESERVATION
KLAMATH FALLS
CRATER NATIONAL FOREST
JACKSON
JOSEPHINE
SISKIYOU NATIONAL FOREST
CURRY
GRANTS PASS
MEDFORD
ASHLAND
PACIFIC OCEAN
OREGON
CAPE FALCON
CAPE LOOKOUT
CASCADE HEAD
CAPE FOULWEATHER
YAQUINA HEAD
CAPE PERPETUA
COOS HEAD
CAPE ARAGO
BLACKLOCK PT.
CAPE BLANCO
CAPE SEBASTIAN